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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Corn, White Oats
Burns Grain Co., Grain Commission
Churchill Grain & Seed Co., Consignments
Eastern Grain Co., Receivers and Shippers of
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Electric Elevator & Milling Co., Consignments,
Wheat, Corn and Oats

Heathfield, Wm. G. & Co., Strictly Commission
The H. O. Company, H-O, "Force," "Presto"
Lewis Grain Co., Salvage and Sample Grade
Grain
Pierce, G. E., Wheeler Elevators
Ratcliffe, S. M., Grain Commission
Seymour Grain Co., Commission Merchants
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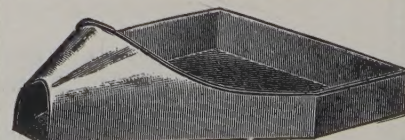
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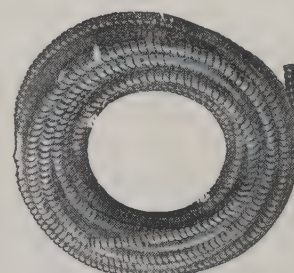
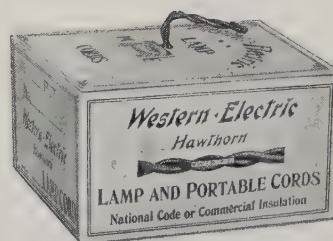
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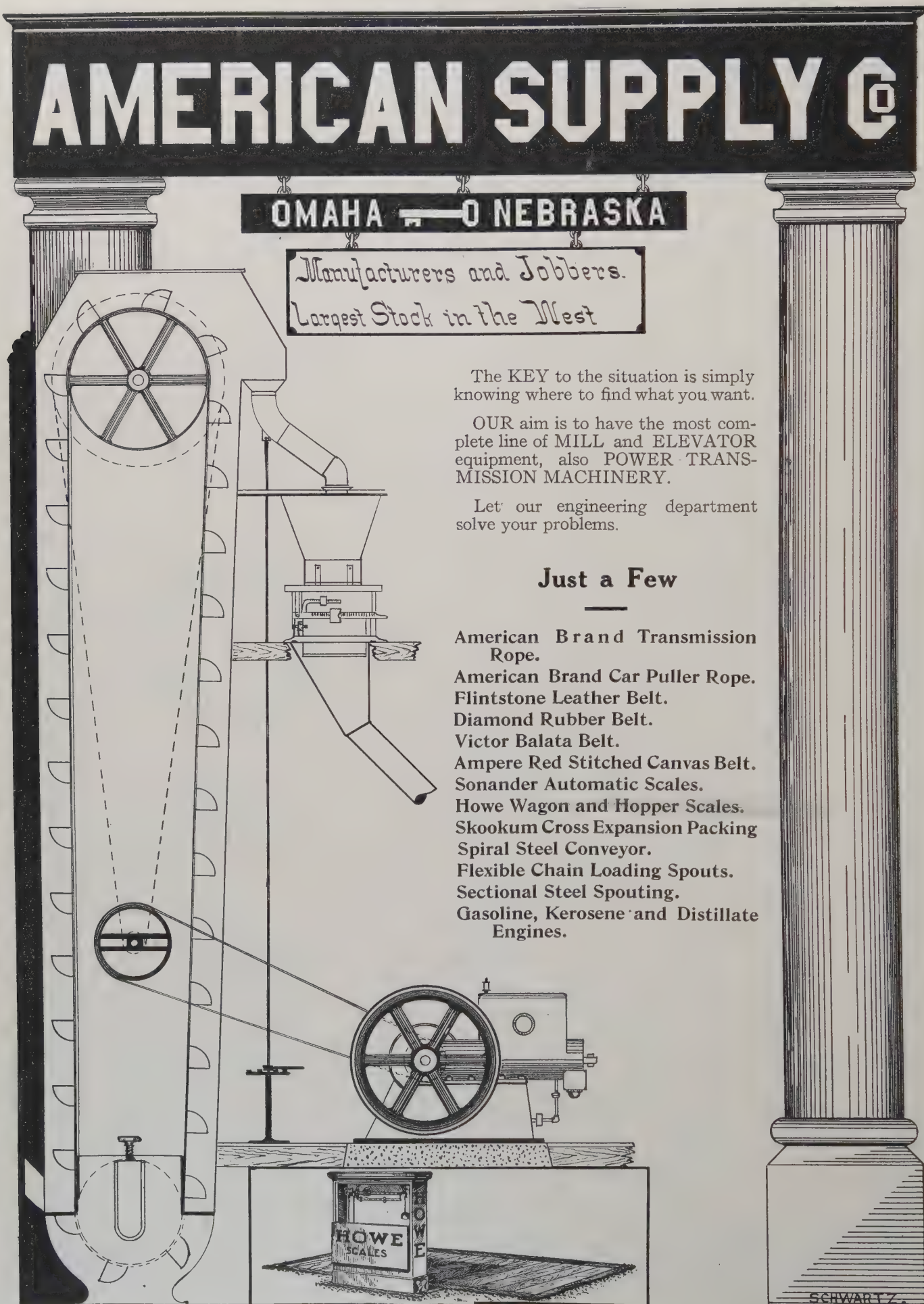
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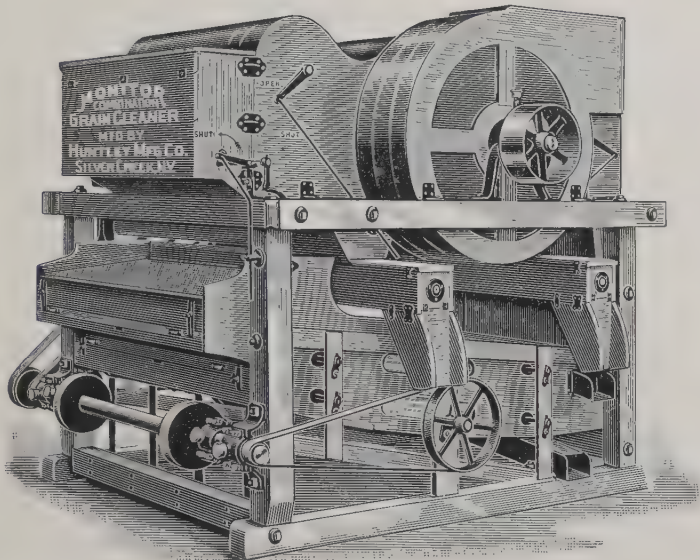
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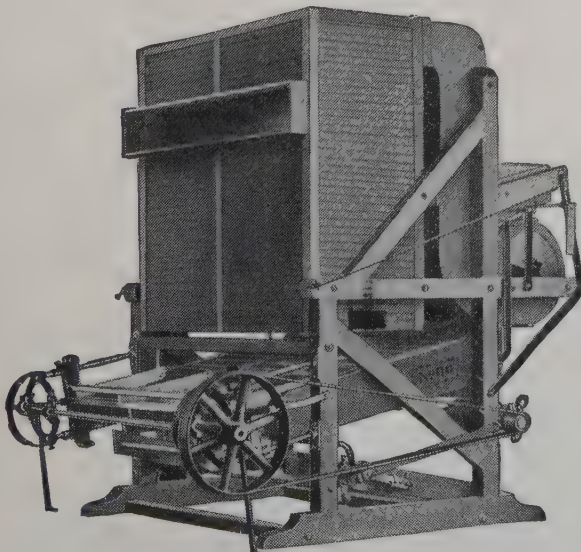
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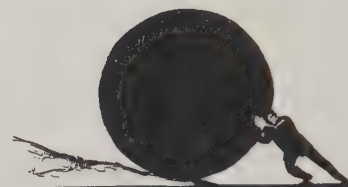
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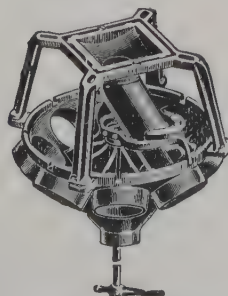
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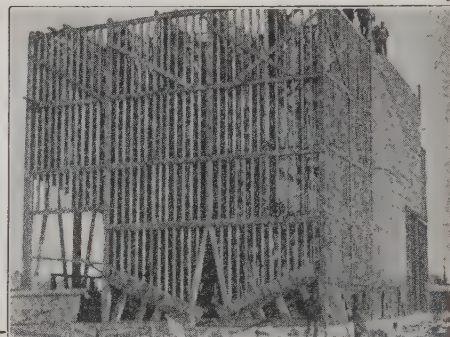
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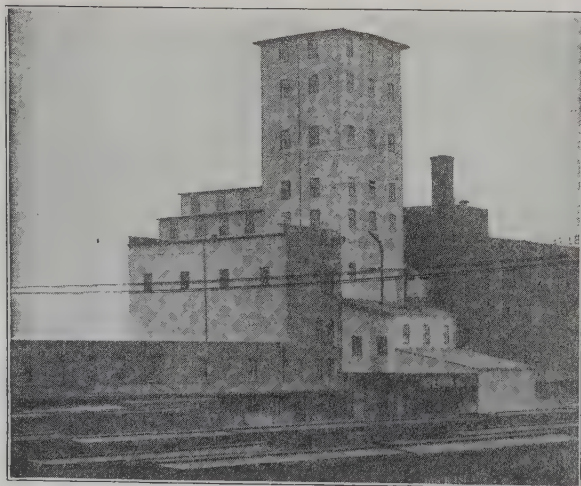
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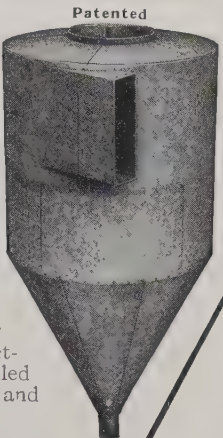
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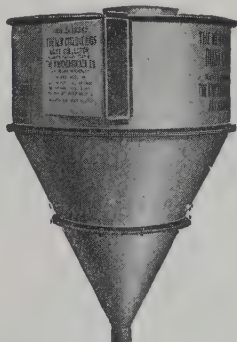
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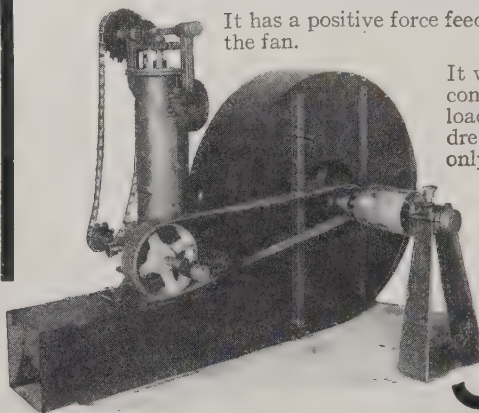
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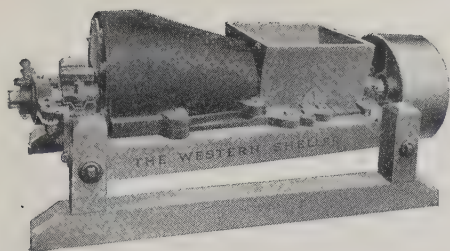
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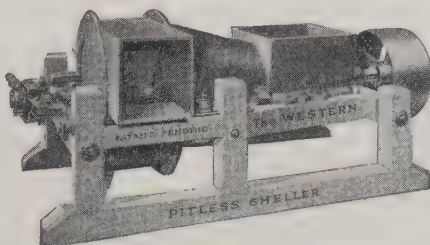
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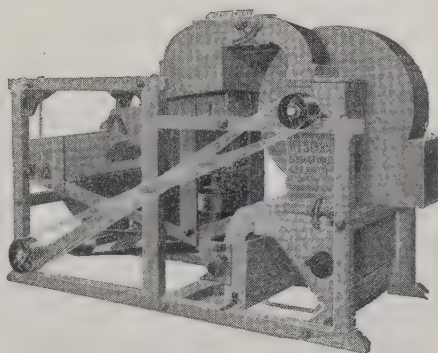
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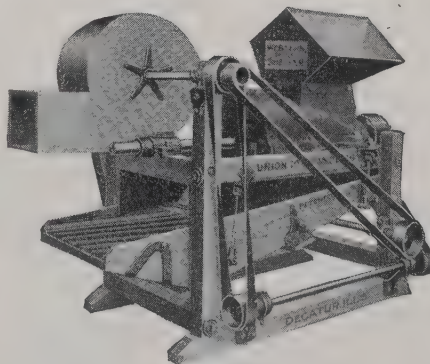
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WESTERN Line

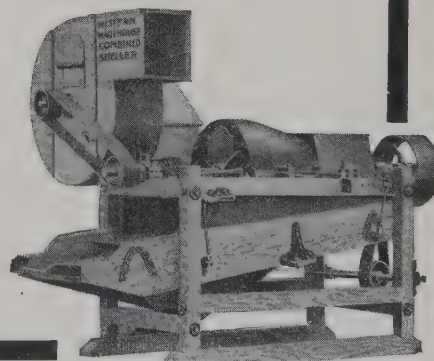
machinery. No matter for what purpose you install the machine, it is the best one offered for complete satisfaction. You can't realize this fact fully until you've joined the ranks of the prosperous "found it out" users.

Every time you put in a "Western" to replace some troublesome or inadequate equipment, you soak Old Trouble a body blow.

Send
for
"Everything
from
Pit to
Cupola"
It's Free

Union Iron Works, Decatur, Illinois

A stock of "WESTERN" Shellers and Cleaners is
carried at 1221-1223 Union Ave., Kansas City, Mo.



"Western" Warehouse Combined Sheller

"SAFETY FIRST" MANLIFT**THE MANLIFT
WITH NO REGRETS**

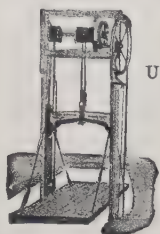
Users consider our "NEW ERA" MANLIFTS to be the best—always reliable. We also make

HAND ELEVATORS
POWER ELEVATORS
DUMBBWAITERS
INVALID HOISTS or
HOUSE ELEVATORS, ETC.

Write for Information.

NEW ERA ELEVATOR & MFG. CO.
SIDNEY, - - OHIO

Mention this paper.

**SUCCESS
SAFETY MAN LIFT**

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS
Foundry & Iron Works
HASTINGS NEBR.

**The Van Ness Safety
Roller Bearing Manlift**

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.

Has wire cable and cotton hand line. Sold on 30 days trial. Write for circulars and prices.

Manufactured and for sale by
R. M. Van Ness
Construction Company
Fairbury, Nebr., and Lincoln, Nebr.

**Safety Should Be
Your Watchword!**

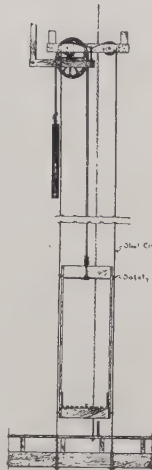
Install a manlift in your elevator that will not endanger the lives of your employees. The Bird Cable Guide Manlift can be installed for

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the cost of others. Special features include safety device in case of accident; wire rope guides easily kept in alignment; ball bearing on main top sheave. Safety first, install a Bird.

Write for full particulars.

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Minneapolis



If you only knew the many advantages to be had by equipping your mill or elevator with a

WOLF EMPLOYEES ELEVATOR

you would order one before night. Ask what the advantages are. Write TODAY.

THE WOLF COMPANY
CHAMBERSBURG, PA.



WHEN YOU BUY—BUY RIGHT.

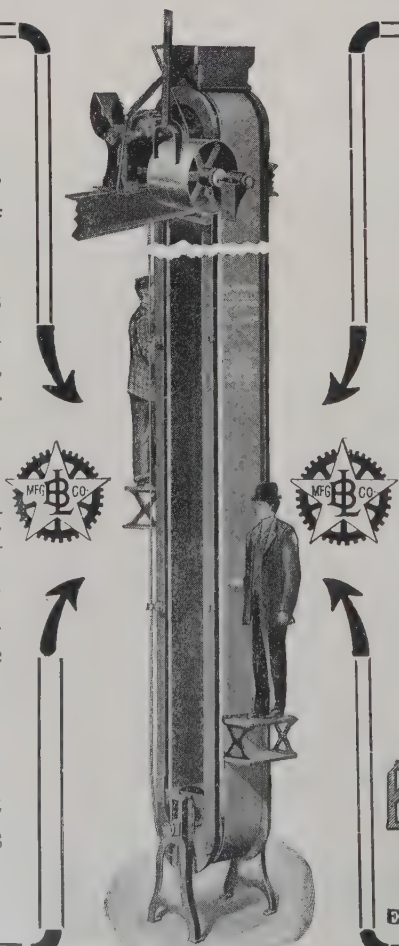
OUR ADVERTISERS OFFER THE BEST.

**Barnard's
Employees Belt Elevator**

As now constructed this machine is entirely free from the jerk and jar which is a disagreeable feature of other elevators.

This was caused by the tipping of the heavy platforms as they went around the head and foot pulleys and caused a sudden and injurious strain on the fastenings and belt.

Now the platforms do not tip, but have an independent bracket support and rollers for each tread.



The new construction also furnishes a guide to the carrying rolls against displacement, either inward or outward, making the platform entirely free from tipping or swaying.

These features, in connection with its all steel construction makes the machine the most durable, the most silent and most efficient belt elevator in the market.

All novel features fully covered by patent.

A trial will prove its value.

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



FREE TRIAL OF

Before buying a car loader take advantage of this liberal offer and order a "BOSS" Car Loader AT ONCE.



Drop a Card RIGHT NOW!

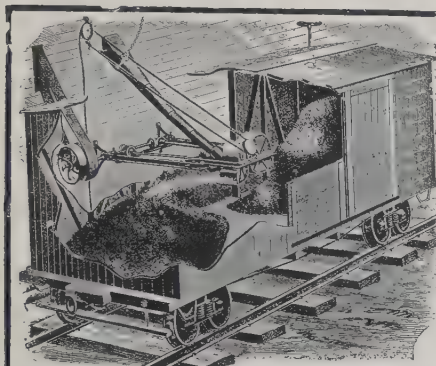
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THE ELLIS DRIER COMPANY

CORRECTNESS OF PRINCIPLE coupled with EFFICIENT GENERAL DESIGN has given the ELLIS DRIER the enviable reputation of being the most powerful and practical drier of the century.

GRAIN DRIERS OAT BLEACHERS

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LOAD ALL KINDS OF GRAIN

Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door. Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together, the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.
Write us for full particulars.

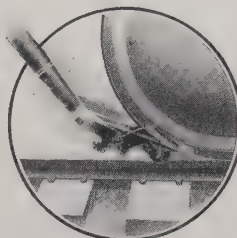
E. BAUDER, - Sterling, Ill.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.



Stop losing time waiting for the switch engine and

Do your own spotting with an

"IDEAL" Car Mover

(Moves any loaded car).

Price each \$5.00

Order one for trial

Use the mover thirty days, if not satisfactory to you, it can be returned to us at our expense. All castings are guaranteed.

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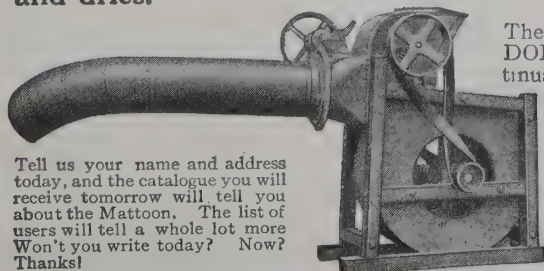
Branch Office and Warehouse
CHARLESTOWN, MASS.



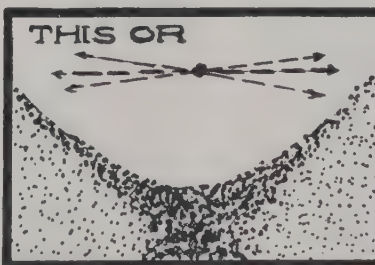
A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

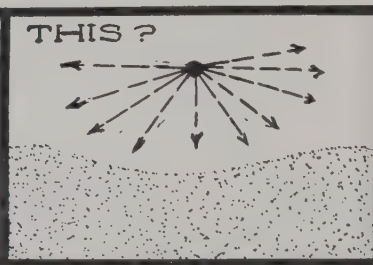
This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.



Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

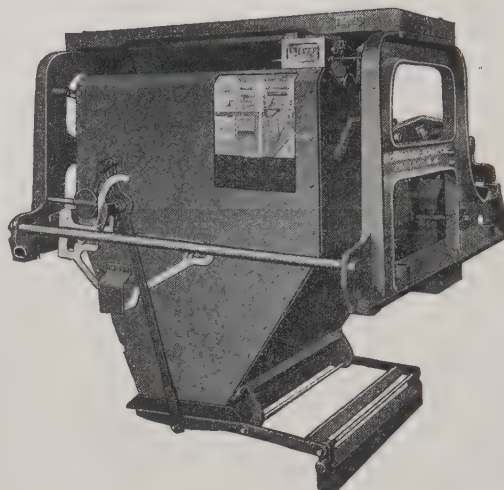
Write us for Catalog and Prices on anything you need.

The
Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for

**Invincible Grain Cleaners,
Richardson Automatic Scales,
Knickerbocker Dust Collectors**

89 Automatic Scales



During 1913 the Alberta Co-operative Elevator Company, Calgary, Alberta, installed 49 RICHARDSON AUTOMATIC SCALES, and they now write us as follows:—

"In view of the success that we have obtained from your scales during the past season, and after making a thorough investigation of the scales offered us in competition, it has been decided by this company that we favor you with our requirements for the coming season. We will require approximately forty 5-bushel Automatic Scales of the same type and the same improvements as you have

already furnished us during the past season. Our requirements may exceed this number, and we will be in a position to advise you early in the summer how many additional scales we will want."

This is an excellent example to follow. Install a RICHARDSON—the STANDARD Automatic Scale and be absolutely sure of your weights.

RICHARDSON SCALE COMPANY

1909 Republic Bldg., Chicago
413 3d St. S., Minneapolis, Minn.
Box 305, Omaha, Neb.

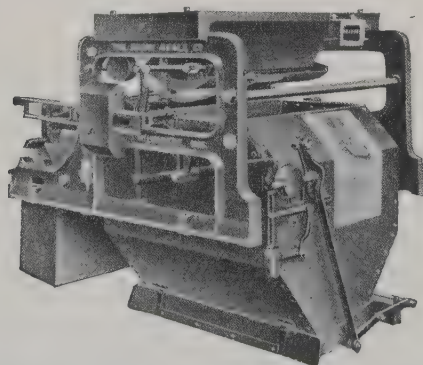
Passaic, N. J.
Wichita, Kas.
Dallas, Tex.

Buffalo, N. Y.
Lethbridge, Alberta
Bridgeburg, Ontario

Knowledge Is Like Liniment

its effectiveness depends largely upon the thoroughness of its application.

If you know the advantages, the accuracy, time and labor savings of the



AVERY AUTOMATIC SCALES

and yet don't employ them in the daily conduct of your business, you are failing to realize the most of your opportunities. Get one NOW. They soon put their cost back into your pockets.

Send for Descriptive Literature

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Room A-1 Chamber of Commerce,
Minneapolis.
506 McGreevy Bldg., Winnipeg,
Canada.

1600 U. S. Express Bldg., N. Y. City.
426 Board of Trade, Indianapolis, Ind.
441 Brandels Bldg., Omaha, Nebr.
202 Boston Bldg., Kansas City.
310 Merchants Exchange, St. Louis.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

The GERBER

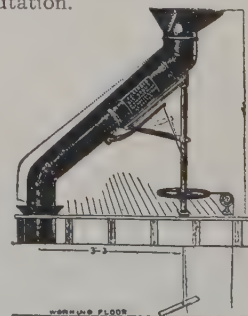
PATENT FLEXIBLE CHAIN TELESCOPE CAR LOADING SPOUT



is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of metal almost equal to saw blade. Noteswivel joint at S.

IMPROVED DISTRIBUTING SPOUTS

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world wide reputation.



Don't accept those "Almost as good."
For satisfaction, get the genuine, made by

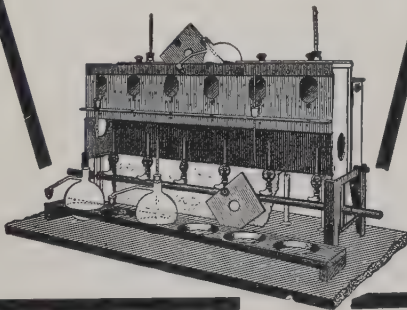
J. J. GERBER
MINNEAPOLIS, MINNESOTA

The time to use a moisture tester to advantage is before purchasing a crop; let the farmer see exactly how much water he is delivering, buy it on the basis of dry content. Any one will admit the folly of buying a gold brick and afterwards testing it to see whether or not it contains any of that metal. The grain dealer's practice of buying corn and testing only when he gets ready to ship is just as foolish. — *Editorial from G. D. J.*

That's the point. You must have a moisture tester. Know what you are buying and avoid the gold brick. The roads of "Good Business" lead to the

Brown & Duvel Moisture Tester

as designed and approved by the
U. S. Department of Agriculture.



The
Kny-
Scheerer
Co.

Department of
Seed Apparatus

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West 27th Street,
NEW YORK, N. Y.

Operation
—Easy

Installation
—Simple

Construction
—Durable

Send for
U. S. Gov't Reprint

BOWSER FEED MILLS

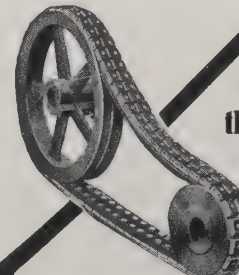
GROW
HEALTHY
STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running.** 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

The N. P. BOWSER CO.
South Bend, Ind.



A perfect
belt to drive
that feed mill

Feed mills require much power at very high speed, thus small pulleys and short centers are desired.

Peerless-V-Belt

operates at high speed on short centers, without lubrication or noise. The abundance of slack assures freedom from pressure on bearings. These belts are not affected by moisture, dirt or dust, and are always clean.

Principle of wedge utilized assures a non-slipping belt.

Write for more about this belt, in Book 115. Let us tell you what it has done.

PEERLESS-V-BELT COMPANY
Chicago Cedar Rapids New York

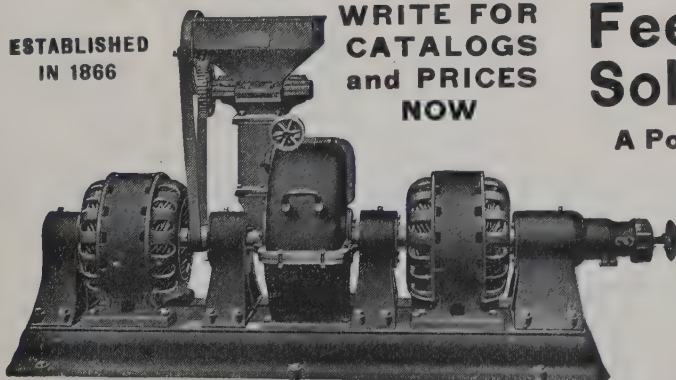
"Monarch" Ball Bearing

ESTABLISHED
IN 1866

WRITE FOR
CATALOGS
and PRICES
NOW

Feed Grinders will always Solve All Your Troubles.

A Positive Saving of 25% or More in Power.



"Monarch" Ball Bearing Direct Motor Driven Attrition Mill

We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

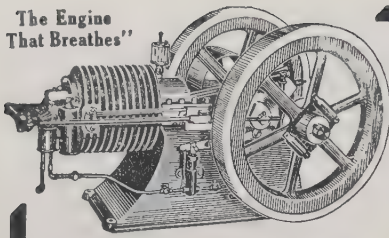
Don't Forget!

that we make Direct connected electric motor, as well as Belt Driven Ball Bearing Double-head or Single-head Feed Grinders and Corn Crackers, Our Specialty. You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

SPROUT, WALDRON & CO., MUNCY, PA.

WESTERN OFFICE: 9 South Clinton Street, CHICAGO
SALES DEPARTMENT, REPRESENTATIVES AND BRANCH OFFICES AT ALL PROMINENT POINTS

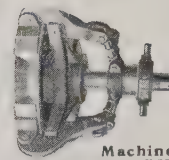
The Engine
That Breathes"



Zero Weather Does Not Affect The Gade Air Cooler

THE GADE is the only successfully AIR COOLED engine on the market. Having eliminated all out-side cooling devices The GADE is in a class by itself. GET THIS TROUBLE PROOF ENGINE for your elevator and you will have a reliable, medium priced engine that will work for you 365 days every year on ONE THIRD LESS GASOLINE than any other engine on the market. Cannot be overheated under full load regardless of length of time in continuous use. Real FIVE YEAR GUARANTEE. We have thousands of satisfied elevator men who have used this engine for years. Get the benefit of their experience. Write at once for complete descriptive folder describing this WONDERFUL ENGINE. We have a special proposition to make Elevator men.

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**DONT PAY TWO PRICES
for a Friction Clutch**
Some sizes as low as one dollar per horsepower. This clutch will carry 25 to 50% overload. Built any size 5 to 100 HP. Write today for circular and discounts.

Decatur Fdy. Furnace &
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Use the NEW SCHULTZ FRICTION CLUTCH

If you want the BEST. Neat in design, strong in grip, and easy to adjust. Successfully operated on all kinds of machinery. Simple, dependable, economical.

Everything in Transmission
and Conveyors

Get the S. & S. Catalog.

A. L. SCHULTZ & SON,
1677 Elston Av., Chicago, Ill.



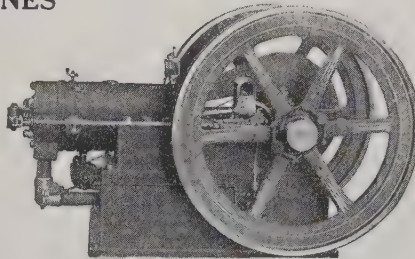
LAUSON AND FROST KING GASOLINE AND OIL ENGINES

The Engine with a Rotary Built-in Magneto and no Batteries. Do you realize how much time and money this saves you during the year?

An Engine of Quality, guaranteed against defects at all times. Gives the user entire satisfaction. Built in sizes from 2 to 50 H.P.

Write for our large new catalogue and prices before buying.

THE JOHN LAUSON MFG. COMPANY
65 MONROE ST. NEW HOLSTEIN, WISCONSIN



Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

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Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

Grain Dealers Journal
315 So. La Salle St. Chicago, Ill.

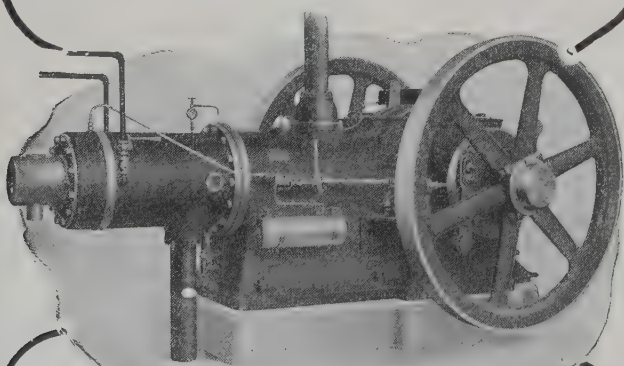
THIS OIL ENGINE

Has Every Qualification That Appeals to a Prudent Purchaser.

TYPE "C" SPECIAL HEAVY DUTY MUNCIE OIL ENGINE

OUR LATEST PRODUCTION THE ACME OF PERFECTION

Water-Cooled Bearing. Mechanical Oilier. Compressed Air Self-Starter. As steady, dependable and reliable as the sun. The most desirable COMBUSTION ENGINE BUILT, Operates on Fuel Oil as low as 19 degrees Beaume and on as little as 7/10 Pint per H. P. Hour. 10 to 200 H. P. Over 15,000 H. P. in Use.



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Get our FREE 60-page book "POWER PROBLEM SOLVED."
The most instructive matter ever printed on oil engines.

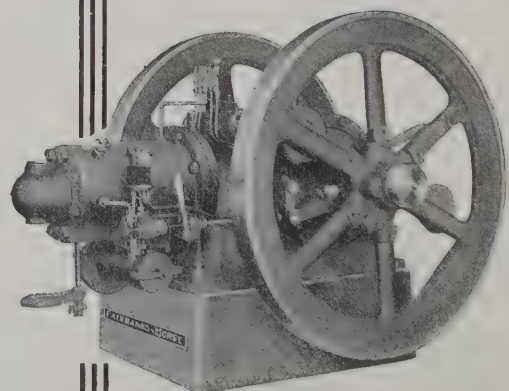
MUNCIE OIL ENGINE CO.

54 Ohio St., Cor. Railroads, MUNCIE, IND., U. S. A.

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4x8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.



Fairbanks-Morse Oil Engines

Operate with high economy on many grades of the cheaper fuel and crude oils.

Change from one fuel to another without adjustment.

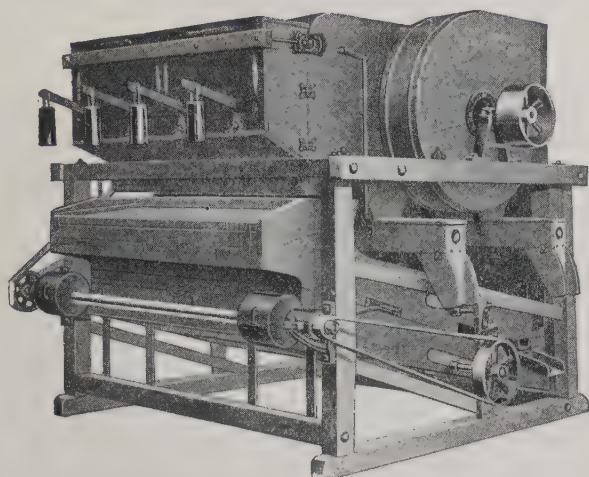
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Oil Tractors, Electric Motors, Electric Light
Plants, Windmills, Feed Grinders.

EUREKA GRAIN CLEANING MACHINERY



always
THE WORLD'S STANDARD
is
MORE UP-TO-DATE
than ever before.

As Packard says:

"Ask the man who owns one"

Double Suctions—Wide Screens and Equipped
with Automatic Eccentric Oilers—Automatic
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"To Distinguish the
Best from the Rest"



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"To Distinguish the
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J. O. Smythe, 1034 W. 32d St., Indianapolis, Ind.
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We Stock and Manufacture a Com-
plete Line of Equipment for

GRAIN ELEVATORS

PROMPT SHIPMENTS GUARANTEED

Write for Catalog and Prices.

The Manitoba Bridge and Iron Works, Ltd.
WINNIPEG, CAN.

IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

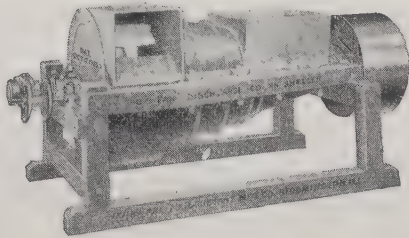
ELEVATOR MACHINERY AND SUPPLIES

We carry the most complete stock in
Western Canada and can ship promptly

The Strong-Scott Mfg. Co., Ltd.
WINNIPEG, CANADA

U. S. Corn Sheller

Pat. Oct. 17, 1905



ANOTHER UNSOLICITED TESTIMONIAL

Scircleville, Ind., Dec. 26, 1914

Gentlemen:

Enclosed please find check for \$120.00, Inv. 11-1-13, and trust same will be found correct. Sheller is O. K., and we are more than pleased with it.

Yours truly,

SCIRCLEVILLE GRAIN CO.

The above sheller is mounted on a wood frame, has reinforced shells which bolt underneath and on top of the frame, making it the quickest repaired of any sheller on the market. The cylinder is separate from the fan and in three sections. The fan is of new design which eliminates the past dust annoyance.

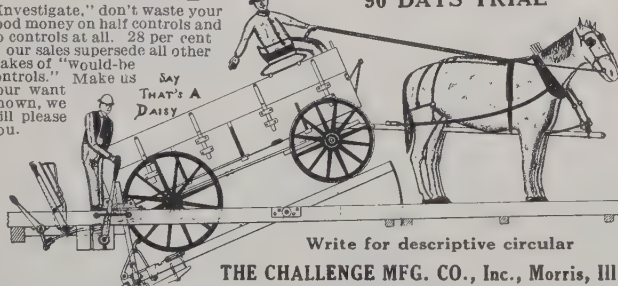
Investigate before buying elsewhere.

THE B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

The "CHALLENGE"

"Investigate." don't waste your good money on half controls and no controls at all. 28 per cent of our sales supersede all other makes of "would-be controls." Make us say your want known, we will please you.

90 DAYS TRIAL



Write for descriptive circular
THE CHALLENGE MFG. CO., Inc., Morris, Ill.

YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the

GRAIN DEALERS JOURNAL, OF CHICAGO

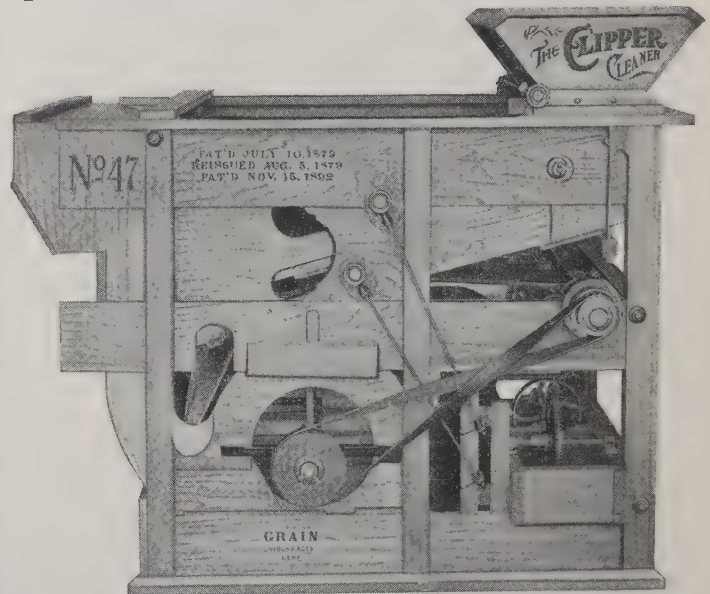
CAR ORDER BLANKS

FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. Price, 50cts.

GRAIN DEALERS JOURNAL
La Salle Street
Chicago, Ill.

No. 47 "Clipper" Cleaner

With Traveling Brushes



Stands without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern Improvements.

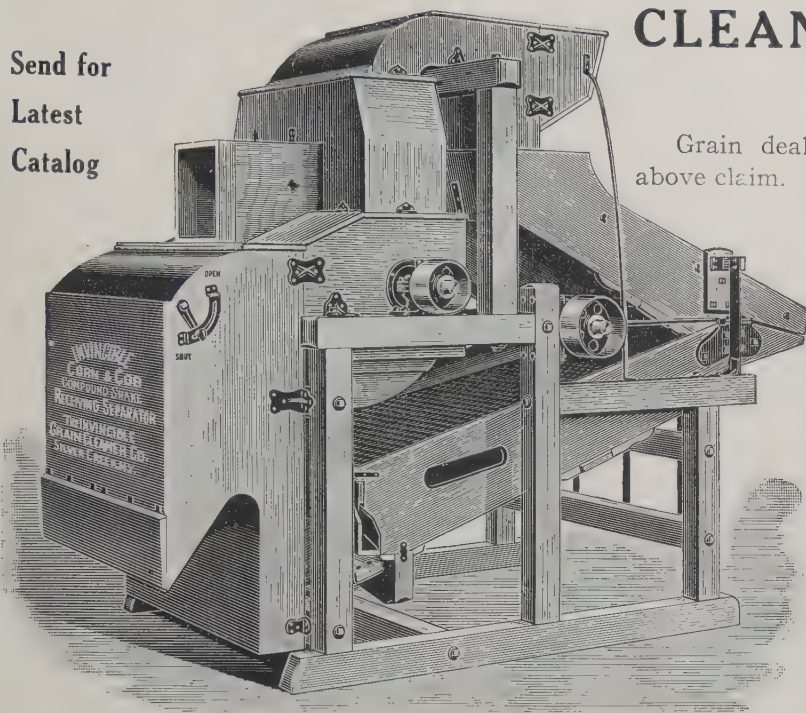
The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction.

Catalog and Screen Sample Plate free.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

Send for
Latest
Catalog



CLEANED CORN BRINGS BEST PRICE

Grain dealers require no argument to prove the above claim.

Experience has taught it many times.
To get the highest prices all corn shippers should install

The Invincible Corn and Cob Separator and Cleaner

We guarantee this machine will take the Corn and Cob mixed from the Sheller and in one operation deliver the corn clean and ready for market.

Send for particulars today.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

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C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio.

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F. J. MURPHY 234 Exchange Bldg Kansas City Mo
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

A Real Separator!!

It will greatly enhance the value of your wheat if it is free from all foreign seeds, such as wild oats, kinghead, etc.

The No. 60 Marquis Combined Suction and Blast Cleaner and Separator subjects the grain to three distinct and different cleaning and separating operations, producing it as clean and as perfectly marketable as it is possible to make it with a mechanical device. We will gladly prove this to any grain man or body of men who are interested in a grain cleaner.

This separator will be found in a large number of elevators in the wild oats belt and in several terminals.

Send to us for further particulars and printed testimony from hundreds of satisfied users.

J. L. Owens Co. Chamber of Commerce
MINNEAPOLIS, MINN.

We make a full line of other cleaners for all conditions and purposes in elevators, warehouses or seed houses anywhere in the country. Let us quote on your special requirements.



"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

OHIO elevator for sale, handle coal, feed and seeds. Plant in first class condition, good grain section, good wareroom and implement room if wanted. Owner has other business. No competition. Address Box 7, Dayton, Ohio.

FOR SALE—Owner retiring from business, will sell for cash good elevator, also large oats storage bin, all on own ground—also fine feed business, at best grain station in Illinois. Address C. L. F., Box 5, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale on I. C. R. R., 25M capacity; in good farming section; handle from 175,000 to 200,000 bus. annually; no competition. Also a five-room house and one acre of land. Address Illinois, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and corn mill. Buildings and machinery are modern and in good condition. No elevator within 180 miles; large amount of grain and grain products consumed in surrounding territories. Write for further particulars. Alexandria Mill & Ele. Co., Alexandria, La.

FOR SALE—12,000 bu. elvtr. in the center of corn belt of Northwestern Ohio. This elvtr. does a 125,000 annual business in grain, 70 car loads of coal, 1,300 bbl. flour business; does an annual custom feed grinding business of 6,000 bu., and a good feed business. Address R. J. L., Box 2, Grain Dealers Journal, Chicago, Ill.

NEBRASKA elvtr. for sale, cap. 17M bus.; complete with cleaners; corn cribs, coal sheds. Annual business, about 300,000 bus. Best location in town of 350. A money maker. Price \$7,000. Reason for selling, too much other business. Write for further particulars and terms. Address Cores, Box 5, Grain Dealers Journal, Chicago, Ill.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with the prospects of a bumper wheat crop. Will sell at a bargain, as it is located too far from us. Address J. M. Moberley & Sons, Windsor, Ill.

NORTHERN OHIO elevator for sale, 10,000 bushels capacity. Coal business in connection. Located on B. & O., good town in good grain territory. If sold within 60 days will sell for \$2,000, cost double that. This is a good opportunity for live grain man to establish himself in growing business. Address S. J. Hawkins, Collins, Ohio.

75,000 BUSHEL modern elevator, 5,000 bushel corn crib, 200 ton coal sheds, mouse proof flour and feed room for two car loads. Handles 150 to 200,000 bu. per year; only two elevators in good town of 700 people; corn cleaner; oats cleaner, weigh out scale, dump scale in elevator, coal scale outside. A first class business opportunity in N. W. Iowa. Address

St. John Grain Co.,
Worthington, Minn.

FOR SALE OR RENT, the best located elevator in the state, handle from 400,000 to 500,000 bushels annually from this station, only two other elevators in town, no farmers house here, feed mill in connection, grind 20,000 to 50,000 sacks feed for farmers annually, also 1,000 cars of produce shipped out of this station every year; on private grounds and on side track. For particulars address Woodgreen, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE, \$4,500, or rent \$45 per mo., elvtr. in N. E. Ill., at good grain point. C. J. Meyer, Peotone, Ill.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

TWO GOOD elevators for sale in So. Eastern So. Dak. A large territory, crops always good. Lock Box 115, Menno, S. Dak.

NORTHWESTERN OHIO—15,000 bus. elevator, coal business in connection; good territory. Address Maple, Box 3, Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Three modern equipped elevators in Southwestern Minnesota, on C. M. & St. P. Ry. Address Modern, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE—Have a nice lot to select from. Let me know your wants and how much you wish to pay. Address Jas. M. Maguire, Campus, Ill.

NORTHERN OHIO elevator for sale. Coal and feed business in connection. Town of 25,000; county seat. Address Eston, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE, Elevator at Independence, Ia., on I. C., at a bargain if taken before April 1st. Would also sell lumber and coal business. Write T. E. Sarcliff, owner.

FOR SALE—8,000-bu. iron-clad elvtr. in N. E. Kans.; doing a good business in grain and feed; reason for selling, other business. Address John, Box 1, Grain Dealers Journal, Chicago, Ill.

MARSHALL CO., KANS., elevator for sale. Located on M. P. Ry.; good town. Equipped with all necessary machinery. Good annual business. No trades considered. Address H., Box 3, Grain Dealers Journal, Chicago, Ill.

10,000 BU. ELEVATOR, Northern Indiana, on Wabash Ry., in town of 300, for sale at \$4,500. Will pay for itself in 2 years. No competition. Good side lines. No trades considered. Must sell at once. Rudolph V. Shakes, Plymouth, Ind.

IOWA—Two-thirds interest in 15M capacity elevator and feed mill, fine proposition; corn sheller; automatic scales; feed grinder, etc. Town of 800. Fine railroad facilities; no competition; will require \$4,000 to handle. Address S. & M., Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator of 65M bus. capacity, and branch house located in good town in No. Cen. Ill. Handles over 200,000 bus., also good coal and feed business. Only elevator in town. A-1 proposition. Address Max, Box 3, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale, 35M, strictly modern and IRON CLAD. Average annual business 200,000 bus. 10M corn cribs; coal bins, 200 ton capacity with 1,500 tons yearly sales. \$1,000 profit on coal alone. Elevator equipped with automatic scale, grain cleaner, feed grinder, etc. Good business; good town to live in. Address Sonper, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE or would trade for land, 12,000 bu. elevator; good location. Address J. F. Schmidt, Geneseo, Kansas.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevator For Sale" columns and get quick results.

FOR SALE—One good modern 25,000 bu. elvtr. in the best grain belt of Oklahoma. Address W-H, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator, 5M capacity, sells everything that the farmer uses; on N. Y. C. Lines, 35 miles from Cleveland, Ohio. Cheap if taken at once. Address Bert, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two of the best money-making elevators in Central Ind. Good receipts grain and profitable side lines. Don't answer unless you mean business. Address Ross, Box 4, Grain Dealers Journal, Chicago, Ill.

MINNESOTA elevator for sale, 15M capacity, warehouse 10M capacity; coal business in connection, capacity of coal sheds, 250 tons; business located on own land on C. M. & St. P. Will also sell 9 room dwelling on lot 100x264. Address Dale, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

I HAVE 160 acres of Kansas wheat land to trade for elevator or town property. Address John Pearson, Preston, Nebr.

FARM FOR elevator. I will exchange improved Illinois farm for Illinois elevator. Address Box 523, Maroa, Ill.

WANTED—Grain elevator in Iowa or So. Minn., for good No. Dak. 160. Address Hawthorne, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED six or seven elevators in Kansas or Oklahoma; will buy, rent or lease them. Address Ly, Box 4, Grain Dealers Journal, Chicago, Ill.

EXCHANGE—Good 160 A. S. E. Kansas farm for elvtr. in Kans. or Mo. Elevator must show it has been handling 60,000 bus. of wheat annually. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Ill.

192 ACRE FARM, ½ mile Hamilton, Ohio. 9 room brick house, 8 room frame house, 2 bank barns, one 40x90 and one 36x50. Good orchard; to exchange for elevator. Address Union, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Half or controlling interest in an elevator doing heavy business, handling other lines with grain—by successful, experienced grain man—will take active management. Address Randolph, Box 5, Grain Dealers Journal, Chicago, Ill.

EXCHANGE—We have about forty quarter sections of prairie lands, some of it improved, which is clear of incumbrance, for which we will accept elevators in the Dakotas, Northern Montana and Minnesota. Address H., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—TO LEASE.

WANTED TO LEASE—Elevator; live town in Central Ills.; or will put my time against good house, manage same and furnish half the capital. Have the money and ability to handle large volume of business. Address Rane, Box 2, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

WANTED by one of the older and most prominent grain commission firms in a Southwestern Primary market, with an established business, a cash man who thoroughly understands merchandising of wheat, corn, oats, etc. An energetic young man with ambition and experience has an opportunity to make an excellent connection if he has the proper qualifications. Address Market, Box 4, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SALESMEN.

WANTED—Traveling solicitors calling on grain, feed and milling trade to handle, as a side line, automatic bagging scale, absolutely accurate and priced below competitive scales. This is an easy seller. Write for further particulars. Geo. W. Pettee, 1063 Thorndale ave., Chicago, Ill.

PARTNERS WANTED.

WANTED—PARTNER in new 24,000 bu. elevator in N. W. Ohio. Capital needed \$3,000 to \$6,000. References exchanged. Address Rome, Box 3, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED—A Miller with ability to take the management of good 125 bbl. flour mill. Fine opportunity for right party. \$5,000 necessary. Address Pierce, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

IF YOU WISH to sell your elevator promptly and quietly, write me, giving full particulars. Address Jas. M. Maguire, Campus, Ill.

WANTED—Information regarding good elevator or mill for sale. Send description and price. Northwestern Business Agency, Minneapolis, Minn.

BUSINESS WANTED.

BUSINESS WANTED—Am looking for a good opening. Can pay cash. Give full particulars in first letter. Address G. D. J., Box 5951, Cherry Valley, Illinois.

PROPOSALS.

PROPOSALS FOR WOOD, FORAGE, ETC.—Dept. Quartermaster's Office, 556 Federal Bldg., Chicago, Ill., March 2, 1914.—Sealed proposals will be received here until 2 p. m., Central Time, April 1, 1914, for furnishing wood, forage, mineral oil, etc., at posts in Central Dept., during year commencing July 1, 1914. Information furnished upon application.—Amos W. Kimball, Lt. Col. Q. M. Corps.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

SITUATIONS WANTED.

WANTED—Position as mgr. of country elvtr. or second man in larger concern; 2 yrs. experience; speak and write Swedish as well as English; reasonable salary to start; references. Address Box 1, Osco, Ill.

A MAN with 15 years' experience, would put in some money and take charge of a country station or would take a position with a good grain firm. Address N., Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Want" column of the Grain Dealers Journal, Chicago.

POSITION WANTED as grain buyer; four years experience in one elevator; life time experience in grain. Satisfactory references. North Dakota preferred. W. R. Lewis, Dacoma, Okla.

EXPERT ACCOUNTANT wants position with reputable grain firm operating line houses. Can make investment if desired. Competent and experienced in general office work. Address South, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager of grain, coal and lumber business; long experience; speak German and English. Can put some money with a good firm or invest same in other business. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—Married man with 15 years experience in Feed and Seed business, wants a position as Sales Manager or General Manager. Have specialized in manufacture and sales of Poultry Feed for the past 8 years. Address Broker, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED a position as manager of an elevator Co. Have had five years experience in buying and selling grain, coal, flour and feed. Have had experience in running all kinds of elevator machinery. Have had seven years experience in bookkeeping. Can give bond and best of references. Will take position with Farmers Ele. Co. or Line Co. Address Louis, Box 1, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

I WANT TO BORROW \$3,500 on my elevator property for two years—it cost \$9,000—carry \$6,000 insurance. Address Box 28, Boswell, Ind.

FOR SALE—One-third interest in a good paying wholesale grain and flour business. Salaried position goes to purchaser. Address P. O. Lock Box 237, Steamboat Springs, Colo.

FOR SALE—An old established, N. W. Indiana grain, hay and coal business. New up-to-date elevator, capacity 20,000 bushels; hay storage 40 cars; 1½ acres land. No competition. Love Brothers, Leroy, Ind.

WE WILL now trade or sell our alfalfa mill and elevator, including feed mill and coal business, for a stock of merchandise, land or an elevator or what have you to trade for this property? D. S. Schuber, Byron, Okla.

WANTED—Grain and Lumber business in Iowa or Illinois town of not less than 1,000 population. Must be a good proposition. German community preferred. Address Lare, Box 2, Grain Dealers Journal, Chicago, Ill.

WESTERN SEED BUSINESS—Wishing to retire, will sell ½ interest in thriving seed business in good western city. Does \$125,000 to \$150,000 business annually. Address Western, Box 4, Grain Dealers Journal, Chicago, Ill.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

MILLS FOR SALE.

WISCONSIN 50-bbl. steam roller flour mill and 10,000 bu. elevator for sale. This plant is in excellent grain territory and is on paying basis. Will consider trade for income property. Address Burr, Box 3.

SCALES FOR SALE.

FOR SALE—One Fairbanks 30,000 lbs. capacity hopper scale, used two years; in good condition. Will sell cheap. Address Chris Fieker, Carlville, Ill.

FOR SALE—One Richardson Automatic scale, five bushel capacity. Has been used about three months. Reason for selling, dismantled elevator. For particulars address Mayflower Mills, Fort Wayne, Ind.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

BUILDING MATERIAL.

FOR SALE CHEAP—2,000,000 feet elevator cribbing, lumber, joists and boards; 2,000 sash and doors, all sizes. Our prices will surprise you. Write at once for bargains. Ruel Wrecking Co., 7337 Stony Island Ave., Chicago.

DYNAMOS—MOTORS.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

WE HAVE the largest stock of second-hand electric motors and generators in America and buy and sell, rent, exchange and repair electrical machinery of all kinds. Send for our "Monthly Bargain Sheet," showing complete stock with net prices. All machines guaranteed in good order.

GREGORY ELECTRIC CO.
CHICAGO, ILLINOIS

MISCELLANEOUS.

WE WILL either build, or sell you an Elevator or Mill. Yorty & Dunham, Fort Worth, Texas.



FAIRNESS PROMPTNESS and COURTESY

Characterize the Service
of the

THE NATIONAL CITY BANK OF CHICAGO

Capital \$2,000,000.00 Deposits \$30,137,165.78
Surplus and Undivided Profits \$768,433.37

Approved by the Chicago Board of Trade as a Margin Depository.

105 S. Dearborn St.
CHICAGO, ILL.

MACHINES FOR SALE.

FOR SALE—No. 2 Cylinder Sheller and Cornwallis Corn Cleaner. Reasonable price if sold soon. A. C. Klauman, Cuba, Kans.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

MACHINERY BARGAINS.

1 4 h.p. Gasoline Engine.....	\$75.00
2 Boot Tanks, each.....	20.00
1 No. 4 Buffalo Fan.....	15.00
1 Steam Condenser.....	30.00
1 Grain Spout complete.....	4.00
1 large bell.....	20.00
10 Belt Tighteners, each.....	5.00
600 Salem-cups, 6x16, each.....	.12
50 " 6x18 ".....	.12
600 Empire Buckets, 5x16.....	.06
150 " 6x18.....	.06
1 26" 6 ply 90 ft. Drive Belt.....	50.00
2 26" 3 ply 125 ft. Conveyor Belt, ea.....	50.00

All of the above are in good condition and snaps at the prices offered.

La Crosse Wrecking & Lumber Co.,
La Crosse, Wisconsln.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.

16" to 24" Robinson's	\$65 to \$120 ea.
16" " 26" Unique's	60 " 130 "
16" " 36" Monarch's	60 " 200 "
16" " 36" Foos's	60 " 200 "
16" " 26" American's	55 " 200 "
16" " 24" Halsted's	55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,

No. 9 South Clinton Street, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x14 and 9x18 Barnard & Leas, 9x18 Noye, 9x18 Nordyke and Marmon; one 9x24 Northway; one 9x24 Dawson, 9x24 Allis three pair high; and 9x18 and 9x30 Hutchinson; 9x30 Acme; two pair high; one No. 1 and one No. 2 Willford, three roll high, and many other listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," 2 No. 7 and one No. 12 Sullivan, etc.

Attrition Feed Grinding Mills—16, 20, 24, and 30 inch "Monarch"; 18 "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872.

Inc. 1901.

B. F. GUMP CO.,

431-437 So. Clinton St.

Chicago,

Illinois.

MACHINES FOR SALE.

FOR SALE—One 12" Robinson Attrition Mill, used one year, good as new. New Sealing Rings and Grinding Plates. Price \$100.00.

One Victor Combined Sheller and Cleaner, mill size \$35.00.

One 24" Monarch French Stone Buhr Mill and elvtr. in perfect condition, \$100.00. D. O. Friend, Brighton, Iowa.

GASOLINE ENGINES.

FOR SALE—28-30 h.p. Foos standard horizontal, \$365. 100 other sizes and styles. State your power needs. Badger Motor Co., Milwaukee, Wis.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

FOR SALE—10 h.p. Otto gasoline engine. Will be sold for \$175 less than half its original cost. Been used but a short time and is in first class condition. Would make fine engine for elevator. Address Sun, Morris, Minn.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

ENGINE BARGAINS.

15 h.p. Foos
8 h.p. Havana, new
6 h.p. Fairbanks-Morse
10 h.p. Fremont
4 h.p. Havana, new
1-500 h.p. Corliss Engine
1-400 h.p. Corliss Engine
1-1000 Bu. National Auto. Scale, new
1-Bowsher Feed Mill No. 7, good as new
1-Willford & Nordway, 3 high Feed Roll
1-Silver Creek Grain Cleaner
1-36 inch leather belt, 2 ply good as new
1-Rumley, 20 h.p., Traction Engine
The above are in good condition.
Three carloads of lumber cheap.
We buy and sell all kinds of machinery.
H. GROSS LUMBER & WRECKING CO.,
Omaha, Nebr.

STEAM ENGINES, BOILERS.

STEAM ENGINES OR BOILERS for sale find many ready buyers when offered thru the grain trade's accepted medium—for engine bargains—the "Steam Engines-Boilers" column of the Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

DIRECTORY

OF THE

Grass Seed Trade

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants
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BUFFALO, N. Y.

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Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.
INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

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Hardin, Hamilton & Lewman, field seeds.
Louisville Seed Co., grass seed dealers.
Ross Seed Co., field seeds, exporters.

MADISON, WIS.

Olds Seed Co., L. L., Wis. field seeds.

MEDIA, ILL.

Lewis, E. G., field seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc.
Teweles & Co., L., grass and field seeds.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Leifmann's Hamburg, rep. I. L. Radwaner, fld. sds.
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, Whse. Field Sds

SHIPPERS' CERTIFICATE of WEIGHT

Form 89 S.W.C. is endorsed by leading shippers associations. Especially adapted for use in connection with claims for Loss of Weight in Transit. Each ticket gives the following information:

Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroly examined and found to be in good condition and properly sealed when delivered to the —R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed in two colors of ink and numbered in duplicate. Seventy-five originals on Goldenrod Bond paper and 75 duplicates on tough pink manila. Well bound with heavy hinged press-board covers so book will open flat. Three sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00

Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE—WANTED

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

WE BUY AND SELL

Clover, Timothy, Alfalfa, Millet, Seed Grain and Seed Potatoes.

Our Specialties—Wisconsin Pedigree Grains and Wisconsin Grown Seed Corn.

L. L. OLDS SEED CO.
MADISON WISCONSIN

L. L. RADWANER
American Rep.

R. LIEFMANN
SONS

Succ.
HAMBURG

Red Clover

Alfalfa

Dwarf E. Rape

White Clover

Alyke

Natural Grass

English Rye

Red Top

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Broadway
NEW YORK

FIELD SEEDS

THE
ILLINOIS
SEED
COMPANY

1521-35 S. Peoria St.
CHICAGO,
ILL.

GRAIN WANTED.

WANTED—Yellow Ear Corn and Oats
Straw. C. T. Hamilton, New Castle, Pa.

GRAIN FOR SALE.

GERMAN MILLET is our specialty and we are now in position to supply your trade with car lots or less; sample on request. D. H. Clark, Galt, Mo.

YOU CAN find a ready market for grains of all kinds, thru the insertion of an advertisement in these columns. It will be read by over 6,100 progressive grain dealers.

SEED CORN

We make a specialty of choice quality dry seed corn stock—car lots or less. Samples mailed on request. Corn that will grow

ALLEY GRAIN CO.,

MERCER

MISSOURI

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

Crabbs, Reynolds, Taylor Co.

Crawfordsville, Ind.

WE BUY CLOVER SEED

Write Us

Say

Let the Grain Dealers Journal
Want Ads do your work.

They bring quick results.

SEEDS WANTED.

WANTED—Seeds, all kinds; send samples and lowest prices. C. T. Hamilton, New Castle, Pa.

LEWIS & CHAMBERS,
Louisville, Ky.,

are buyers, in season, of
clover, timothy, red-top, etc.

SEEDS WANTED.

Send samples and prices High Grade Red Clover, Timothy, Alsike, Alfalfa, Red Top, Millet, Cane, Kaffir Corn, etc.

Blamberg Brothers, Inc.
Baltimore, Md.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" columns of the Grain Dealers Journal, Chicago.



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

WHITNEY - ECKSTEIN SEED CO.

BUFFALO, N. Y.

Correspondence Invited

ALFALFA SEED

Non-irrigated New Crop

ROYAL QUALITY KANSAS GROWN

Over 99 per cent pure

We also make a Specialty of

MILLET AND CANE

We will be pleased to submit samples and prices upon application.

RUDY-PATRICK SEED CO.

1304 W. Eighth St., KANSAS CITY, MO.

SECOND- HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN
DEALERS JOURNAL
OF CHICAGO



ALFALFA AND RED CLOVER

our specialties.

Also dealers in Alyke Clovers, Timothy, Millets, Rape, Grasses, Buckwheat, Seed, Corn, etc.

You will find us willing to pay top prices for quality seeds. Write for sample envelopes.

ROSENBERG & LIEBERMAN
Founded 1860 Milwaukee, Wis.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SEED CORN FOR SALE.

I have 4,000 bushels Reid's Yellow Dent at \$3.50 per bushel. Orders filled as received. Clarence T. Walton, Champaign, Ill.

FOR SALE.

RED CLOVER SEED AND WHIPPOORWILL PEAS.
HORNER ELEVATOR & MILL CO.,
LAWRENCEVILLE, ILL.

CLOVER SEED FOR SALE.

Send for samples and prices, stating how much you want. We have large stock Little Red, Alfalfa, Timothy, Cow Peas, etc.

McCoy & Garten,

326 So. Cap. Ave., Indianapolis, Ind.

FOR SALE—Choice Selected Seed Corn suitable for Illinois, Iowa, Nebraska, Kansas and Missouri. Yellow and White varieties. Prices right. Write for particulars.

The McCaull-Webster Elevator Co.,
Sioux City, Iowa.

CLOVER

TIMOTHY

Choice new-crop recleaned seeds. Offer at \$13.00 to \$15.00 Cwt. \$4.00 to \$5.00 Cwt. F. O. B. Our track. Subject market changes. Write for samples.

HOFER SEED CO., NORA SPRINGS, IOWA



SEEDS FOR SALE.

FOR SALE—Timothy seed, large or small amounts. Write for prices and sample. J. M. Schultz, Teutopolis, Ill.

ALFALFA—Good recleaned, not irrigated seed. Write for sample, price. J. Jacobson, Formoso, Kansas.

SEEDS FOR SALE

Located in Best Clover section in Indiana. Write for samples and prices. S. Bash & Co., Fort Wayne, Ind.

SOUTHEAST NEBRASKA SEED CORN, nine varieties. Mention quantity wanted Edward Bartling Seed Co., Nebraska City, Nebraska.

FOR SALE—Wisconsin grown Medium Red, Alsike and White Clover seeds, in car lots or less. We can save you money on your purchases. Pick Brothers Co., Weshend, Wisconsin.

10,000 bushels of big yielding varieties of seed corn. Consisting of Reids, Yellow Dent, Silvermine, Leaming and Johnson County White Dent. Can furnish in large or small lots. McGREER BROS., COBURG, IOWA

COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL

La Salle St., CHICAGO, ILL.

SEEDS FOR SALE.

FOR SALE—Timothy Seed, Medium Clover, Alsike Clover—ask for price and sample. Friedley Bros., Carrothers, Ohio.

CLOVER SEED wanted. Have buyers for car lots or less, clover. Mail samples and offers. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

SEED CORN.

Pure bred, fire dried, Ida Co. Yellow Dent, White King. Also Seed Oats and Barley. Samples free. Allen Joslin, Holstein, Iowa.

SEED CORN YOU WANT—Imp. Reid's Yellow Dent, Leaming, Boone County White. Also Medium Y Soybeans and Clover.

E. G. LEWIS,

Media, Henderson Co., Ill.

NORTHERN GROWN SEED CORN



Cured in largest kiln drying plant in the Northwest.

All varieties of Dent, Flint and Northern Grown Seed Corn.

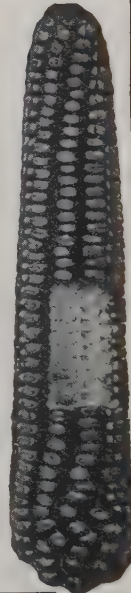
Grain and Grass Seed.

Write for Catalog and Prices today.

N. J. Olsen Co.

Moorhead, Minn.

Red River Valley Seed House



We are Buyers and Sellers of Timothy, Clover, Millet and other Grass Seed. Submit samples and we will make you prices. Send for our Wholesale Garden and Field Seed Catalog.

L. L. MAY & CO.,

St. Paul, Minn.

Buy Our Celebrated BADGER BRAND



Selected Seeds and Seed Corn

L. Teweles & Company

Established 1865

MILWAUKEE, WISCONSIN

Pioneer Distributors of Pure Seeds

Alfalfa
Red Clover
Alsike Clover
White Clover

SEEDS

Timothy
Peas
Vetches
Rape

Always Reliable

SEED CORN

Best Results

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

I HAVE 2,500 bushels of St. Charles white seed corn for sale in carload lots. Write for sample and price. Address J. H. Holtorf, Malmo, Nebr.

FOR SALE—Home grown clover and timothy seed. Guaranteed to comply with seed laws of any state. Write for samples and price. C. E. Atherton & Co., Deep River, Ia.

FOR SALE—Choice early varieties Northern Grown Seed Corn, Minn. 13, Early Muddock, Early White Dent, Ried's Early Yellow Dent, at \$1.50 f. o. b. Parkston. Special prices in car lots. Send money with orders. Charles Zehnpfennig, Parkston, S. Dak.

SEED FOR SALE.

German Millet, Timothy, Sapling, Medium Red and Alsike Clover, Cow Peas. Cane Seed and Seed Corn of all varieties. We will buy Oats, white and black mixed, bulk cars, mail samples and lowest prices.

Wood, Stubbs & Co.,
Louisville, Ky.

SEEDS FOR SALE.

FOR SALE—Best quality clover and timothy seeds. Also Ried's Yellow Dent seed corn, 1912 crop. Write for samples and prices. A. D. Hayes Co., New London, Ia.

BURT SEED OATS FOR SALE.

Cleaned genuine early Burt Seed Oats for sale at 60c per bushel in burlaps, any quantity. Special price per carload. Sample on request.

Waterloo Milling Co.,
Waterloo, Ill.

HUMISTON & ST. JOHN FIELD SEEDS

Worthington, Minn.

Some choice lots of Minn. No. 26, Swedish Select, Big Four and Early Yellow Oats. Clean Barley, Flax, Timothy and Clovers. Minnesota No. 13 and Wisconsin No. 7, Seed Corn.

All our Corn and Seed Grains are Minnesota grown, selected with care as to variety and cleanliness. Samples and price upon application. In car lots or less.

SEEDS FOR SALE.

ALFALFA seed direct, for price and sample, write J. L. Maxson, Buffalo Gap, South Dakota.

SWEET CLOVER SEED, white and biennial yellow. Prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

FOR SALE—M. R. Clover, German Millet, and Timothy. ALL HOME GROWN. Very choice. Ask for samples and prices. M. Young & Co., Winterset, Iowa.

FOR SALE—Medium, Mammoth and Alsike Clover seed. Samples and prices on request. We buy direct from producer. N. W. Mattix & Co., Lebanon, Ind.

We Buy and Sell

Wheat Screenings, Cane Seed, Salvage Wheat and Kafir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS



WE ARE BUYERS
of

Timothy
Clovers
Millets
Flax, etc.

SEEDS

Send Samples for Prices

TIMOTHY
our Specialty

MINNEAPOLIS SEED CO.
MINNEAPOLIS, MINN

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

CHICAGO

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

MINNEAPOLIS

HEMP MILLET

SUNFLOWER FIELD PEAS
ORCHARD GRASS
NATURAL GRASSES
SAND or HAIRY VETCH
DWARF ESSEX RAPE
CRIMSON CLOVER

WE ARE DIRECT IMPORTERS

Ask for Special Prices
Carlots or Less

Wm. G. Scarlett & Co.
SEED MERCHANTS
BALTIMORE, MD.

FOR IMMEDIATE SHIPMENT

FROM NEW YORK

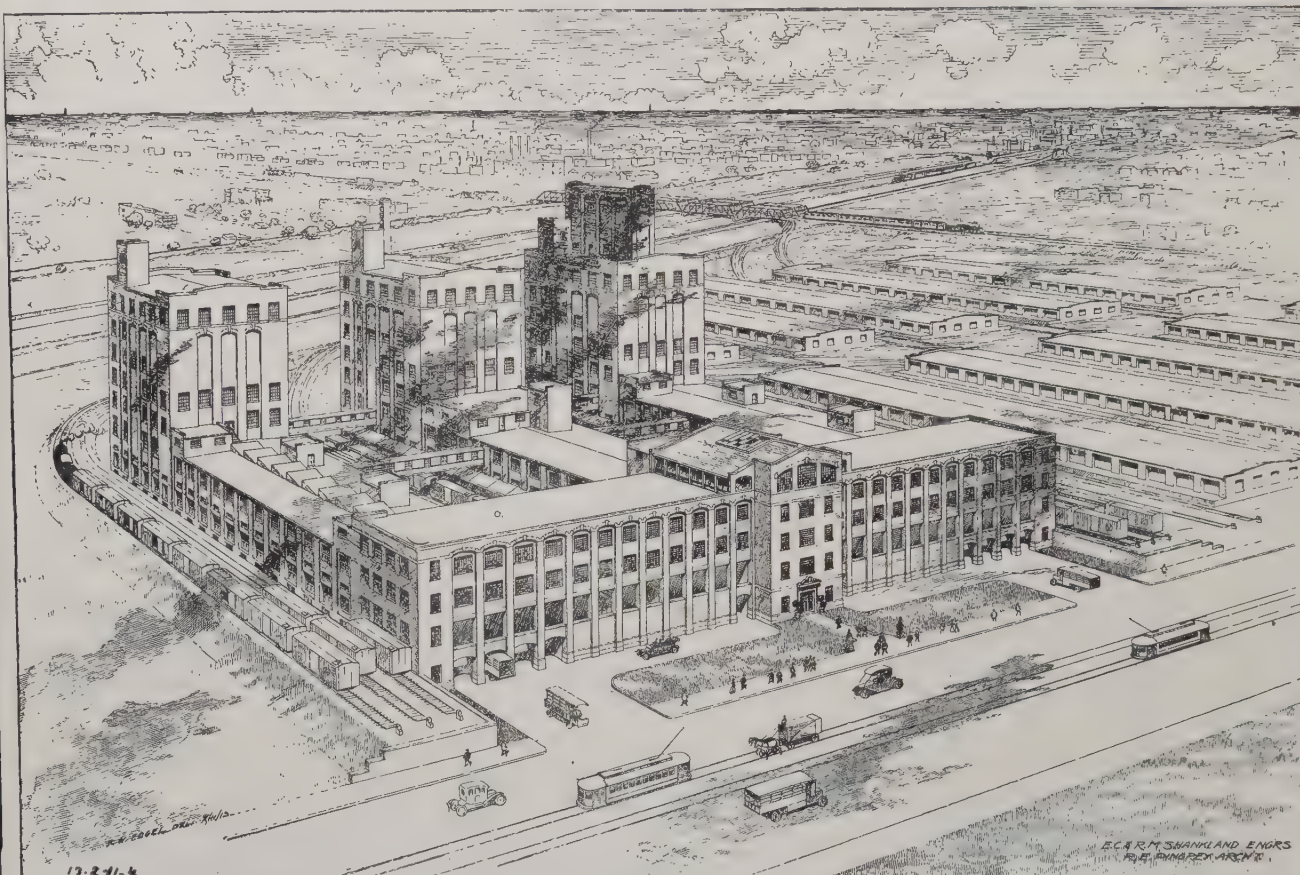
EUROPEAN Fancy ALFALFA
WHITE CLOVER
CRIMSON CLOVER
ALSIKE CLOVER
SAND or HAIRY VETCHES
DWARF ESSEX RAPE
BROMUS INERMIS

Samples and Prices upon request

LOEWITH, LARSEN & CO.
150 Nassau St., NEW YORK

THE ALBERT DICKINSON COMPANY

WHOLESALE GRASS *and* FIELD SEEDS



VIEW OF THE NEW PLANT OF THE ALBERT DICKINSON CO., AS IT WILL APPEAR WHEN COMPLETED.

The Dickinson House was established in 1855. Today, nearly sixty years later, they are doing the largest wholesale agricultural seed business in the world. Pictures of the new Chicago plant, with limited details, are on the opposite page; architect's completed plant above.

The Dickinson brands

GLOBE—PINE TREE—ACE SEEDS
Timothy, Alfalfa, Clover, Red Top, etc.

**GLOBE
WHITE CROSS
PINE TREE**

POULTRY FEEDS

are recognized as standard of quality.

With the larger and up-to-date facilities at the new plant, they will be able to supply their increasing demand for good goods at a moderate cost.

THE ALBERT DICKINSON COMPANY
CHICAGO

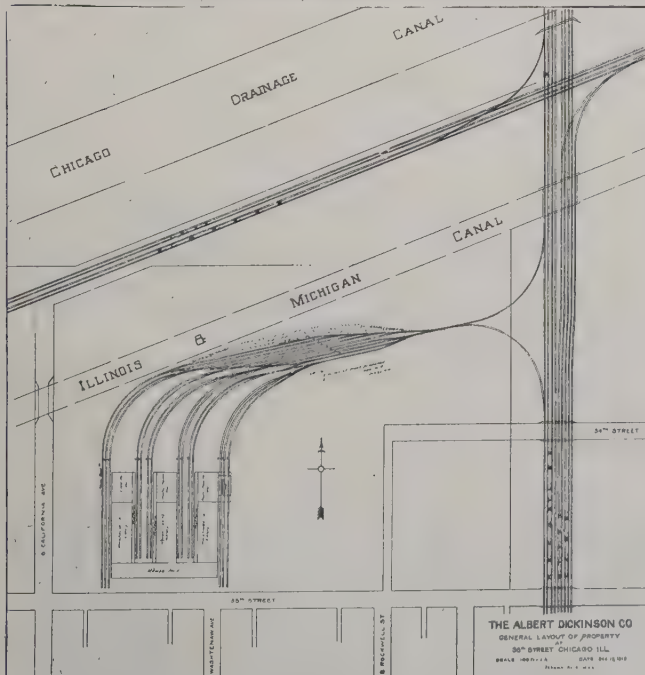
The Albert Dickinson Company New Chicago Plant



Buildings Occupy Area 420 x 420 Feet. Highest Roof 200 Feet.



Photograph January, 1914, After One Year's Work of Erection. Office Building Across Entire Front Now Going Up.

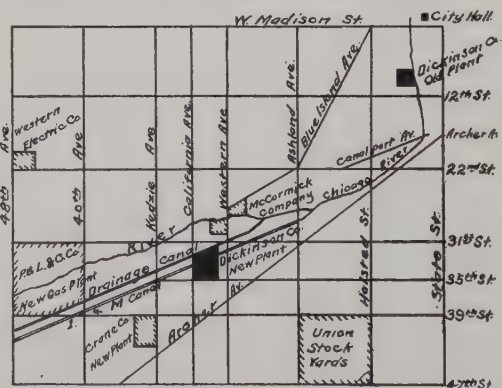


Engineer's Sketch, 1913, Proposed 5 Miles Trackage.

Three and one-half miles Railroad trackage already built. Trackage Room in Dickinson R. R. yard for over 300 cars.

The Albert Dickinson Company
CHICAGO

Location 35th STREET — CALIFORNIA AVENUE—DRAINAGE CANAL



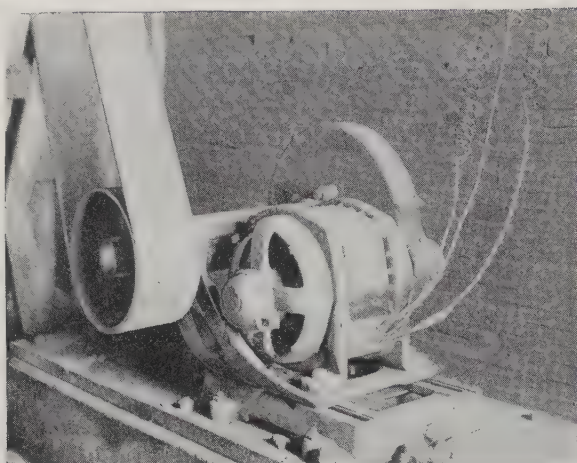
The New Plant is about three-quarters mile northeast, nearer the city center, than the new Crane Company plant, now also under construction.

Area of total plant including Drainage Canal property under lease—over 60 acres of land.

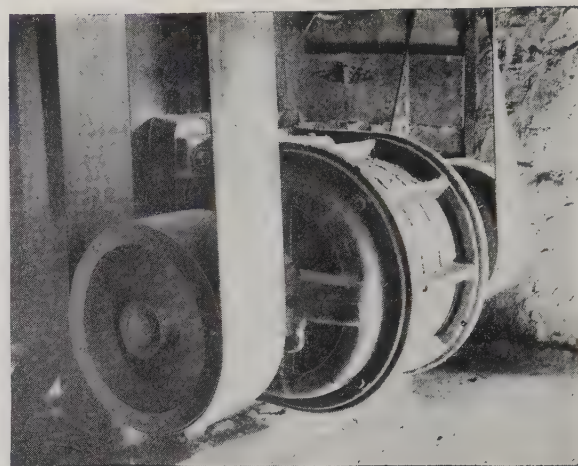
Insurance—Fireproof brick and concrete building, with full latest underwriters equipment, affording exceptionally low insurance.

Transportation—Every railroad coming into Chicago. Water connection by River and Drainage Canal.

The old principal Chicago plant of The Albert Dickinson Company (The Chicago Dock Co.), West Taylor Street and the River, has been sold and all buildings are to be wrecked and grounds cleared by August 1, 1914, for the new Union terminal. Some of the new buildings at 35th street are now being used for storage and expect the new plant will be occupied and in full operation by July, 1914.



G-E Motor Driving Coal Elevator and Automatic Shovel



G-E Motor Driving Attrition Mill

G-E Motors for Every Use in driving grain elevators

Practical grain elevator men are using G-E induction motors for every service in the grain elevator.

For operating elevator legs, the tendency of the leg to run backward when the power is shut off has been overcome by a powerful friction clutch which becomes operative automatically. In order that the elevator may start on full load, motors for driving this apparatus are provided with a friction clutch which is thrown in after the motors have attained full speed.

For use in connection with attrition mills G-E motors are particularly adaptable being capable of handling considerable temporary overload. The motors are of sturdy construction and stand up under heavy service.

Send for bulletin No. 4976—"Electric Drive in Grain Elevators and Flour Mills."

General Electric Company

Atlanta, Ga.
Baltimore, Md.
Birmingham, Ala.
Boise, Idaho
Boston, Mass.
Buffalo, N. Y.
Butte, Mont.
Charleston, W. Va.
Charlotte, N. C.
Chattanooga, Tenn.
Chicago, Ill.
Cincinnati, Ohio

Cleveland, Ohio
Columbus, Ohio
Davenport, Iowa
Dayton, Ohio
Denver, Colo.
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(Office of Agent)
Elmira, N. Y.
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Largest Electrical Manufacturer in the World

General Office: Schenectady, N. Y.
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Portland, Ore.
Providence, R. I.
Richmond, Va.

Rochester, N. Y.
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San Francisco, Cal.
St. Louis, Mo.
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Springfield, Mass.
Syracuse, N. Y.
Toledo, Ohio
Washington, D. C.
Youngstown, Ohio

For Texas, Oklahoma and Arizona business refer to Southwest General Electric Company (formerly Hobson Electric Co.), Dallas,
El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

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[Incorporated]

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, ILL., MARCH 10, 1914

SPOTTING cars may soon be an expensive service, so it behooves grain dealers everywhere to install the latest and best car pushers and pullers.

THE AGITATORS of the so-called "Equity Co-operative Exchange" have resolved never again to meet in Fargo. It is needless to say that Fargo is inexpressibly happy.

SOME elevator men have taken advantage of a dull season to reduce the cost of their insurance by displacing their old shingle roof and wood siding with iron. The improvement will pay for itself in five years.

LARGE varieties of corn mature and cure in the fields of Southern States, but it does not always do so North of the Ohio River, and those who buy it for shipment to warmer climate, must expect occasionally to have a car heat regardless of what the inspector says.

STORED grain should be insured for the interests of "whom it may concern", or else due notice be given to farmers by printed notice on storage ticket, and by printed placards in office, that grain is stored at "risk of owner." It does not matter what the grain elevator man's understanding in regard to his liability is, if he does not take pains to give the same understanding to the farmer, a suit is likely to be started after the fire, which will prove tedious, expensive and annoying.

ACCIDENTS reported in this number emphasize the necessity of greater care and more protection of the worker from dangerous fly-wheels, belts, gears, and set-screws.

REPORTS on acreage and conditions of growing grain, as well as conditions of movement of the grains from the farm, are always welcome. Let us hear from you.

JOHNSON & SON and the Interstate Hay Co. of Goshen, Ind., evidently have failed to impress the Postmaster General with the fairness of their methods. Consequently they have been denied the use of the United States mails, and henceforth must catch all their suckers by wire.

KANSAS CITY should achieve added importance as a grain market as the result of two recent traffic victories, the one resulting in lower rates on grain from Iowa points, the other, in lower rates on traffic moving from Missouri stations via all but two railroads.

CLAIMS rejected by carriers because not filed within four months may be reinstated if filed before April 1. Claims accruing after Feb. 9, however, are subject to the four months' limitation. Shippers should avail themselves of this opportunity to get their claims in line for payment.

THE CONCRETE elevator has won so many friends in the short time it has been used that many more small plants will be constructed of concrete this year than ever before, due entirely to the fact, that everywhere concrete has been properly mixed and the building properly reinforced, it has given perfect satisfaction.

RUNNING out the grain when the elevator catches fire, as did one of our South Dakota correspondents quoted in last number, has long been advocated by insurance men and is gradually being adopted by the rank and file. Never has this been done that it did not result in a saving of more grain than could have been saved in any other way.

THE INVESTIGATION of the Chicago and Duluth Boards of Trade and the Minneapolis Chamber of Commerce, which was the subject of hearings before the House Com'te on Rules at Washington last week, is merely a repetition of the Minneapolis farce, with the same gentlemen again acting as accusers. Mr. Manahan and his associates might ask Congress to pass a law requiring each community to raise all of the grain it needed and to consume all of the grain it raised. Then the elaborate machinery for distributing and storing the surplus grain until needed would no longer be required; and the "evils" of future trading would cease to exist. But this would also put an end to the Equity Co-Operative, so-called, Exchange.

COAL tickets must be made in duplicate in Iowa hereafter. Evidently some coal dealers have not been using sufficient care in recording the weight of coal delivered.

WHY does the Wabash Railroad insist upon paying the claims of grain shippers so promptly? Shipper giving the best explanation will receive a new rubber-tipped lead pencil.

ARGENTINE CORN has penetrated as far as Chicago, a carload having been recently purchased by Edwards & Loomis. However, as the corn cost 10c over the price of domestic grain, there is little need for worrying that it will flood the Chicago market.

THE GOVERNMENT expert's description of the country grain business published in this number contains no new information to the man in the business; but it is a valuable report to show to the farmer who is afraid that he is being robbed.

ILLINOIS has adopted the Federal Grain Grades, effective July 1st. Even though the Federal Grades do not become the official grade in every market, it will be necessary for corn shippers everywhere to familiarize themselves with the provisions of the new rules.

NEW difficulties are being placed in the way of the country elevator man storing the grain of different owners with the prospect that the different state public utilities commissions, will soon so handicap the country elevator man, that he will refuse to store grain except for his own account.

TOLEDO has captured several grain thieves who have been living from pilfering grain cars in the Toledo yards for years, much to the loss of the railroads and the shippers. Few police justices seem to appreciate the gravity of the grain stealers' offense against the market and too often let them off with a reprimand or a small fine, only to encourage them to repeat the offense at the next opportunity.

RAILROAD WITNESSES at the recent hearing before the Illinois Public Utilities Commission on the proposed advance in intrastate grain rates wasted more than five of the six days testifying on technical rate matters. The information they gave was better laid before the Commission in the tariffs submitted; and inasmuch as the witnesses had to refer to these tariffs before answering most of the questions, the time was utterly wasted. Such Fabian tactics may in some mysterious way serve the carriers' interest; but their apparent effect was to force a further suspension of the advanced rates and to require the grain dealers to spend more time and money appearing at the hearings when the case is again considered.

LANDLORD and tenant laws would not be drafted entirely in the interest of the landlord if the regularly established grain dealer would get busy and demand reasonable notice before being made liable for the tenant's rent. So many landlords now hold seats in the state legislatures that nearly every state has a law virtually requiring the grain dealer to guarantee the payment of the rent of the tenants whose grain he buys. This is unreasonable and should not be tolerated.

RIVER BARGES will be operated regularly between New Orleans and St. Louis and between St. Louis and Kansas City by two active companies. These barges will handle grain in bags but, on account of the lack of terminal elevators, cannot handle it in bulk as yet. Perhaps the patronage they will obtain will warrant the erection of such facilities for grain-handling. It seems shameful that the greatest river course in the world should not also be the world's greatest commercial artery.

COUNTRY elevator men who have planted shrubs, trees and flowers about their elevators have never had occasion to complain that pleasing surroundings drove away trade. While the elevator man is not expected to be a landscape gardener before undertaking the improvement of his surroundings, many have succeeded, through the expenditure of a few dollars for shrubs, in making their places so attractive that they got business they were unable previously to capture. When you have made your plans for improving your surroundings, kindly have a photograph made of the elevator before and again the last week of August, then send both photographs to us with bill, that other dealers may have convincing evidence of your enterprise.

FIRE INSURANCE policy-holders owe it to themselves to exert every influence within their power, to bring about the early unification of the state insurance laws. At present the different States seem to enjoy waging war against the fire insurance companies of other States in utter disregard of the interest of their own citizens, or the business of their own insurance companies in other States. The politicians of many states have made a feint of protecting the interest of their fellow citizens, by devising all kinds of fool regulations and requirements of insurance companies of other states, which seek to do business within their state. In the end the fees and the many unnecessary expenses incurred in complying with these regulations, must come from the policyholder. Reasonable regulation is desired, but it should be uniform in all states, and when a company has complied with the regulations of its home state, it should be able to write business in any state.

ONLY twelve elevator fires are reported in our news columns, this number. Ten of them were total loss, three were caused by overheated bearings, three by overheated stove, and three by defective chimney, hazards that could easily be eliminated with small expense. Is your property threatened with loss from the same causes?

THE VIRGINIA feed bill now before that legislature provides a maximum penalty of \$600 and a year's imprisonment to the unfortunate feed dealer who violates any of its provisions. Perhaps the severity of the penalty would force the state officials to moderate their zeal; but it seems uncalled for, as most violations will be by dealers who are merely distributors, who know nothing of the chemical composition of the feeds they handle and are obliged to accept the statements furnished by the jobber or manufacturer.

A NUMBER of grain dealers and some boards of trade have protested to their representatives in Congress against the enactment of Senator McCumber's bill No. 120, but inasmuch as the administration has a bill of its own providing for supervision in preparation Senator McCumber's bill does not seem to have much show. The only arguments he has advanced in the recent report of the committee favoring the bill are those advanced fourteen years ago. Many of them were erroneous at the time and some wildly misleading. The government has never succeeded in serving satisfactorily in any capacity and it could not be expected to do so in the matter of grain inspection. Politicians are not supposed to understand the difference in the quality of grain, but buyers always are guided by the real quality and not by the grades given it by political inspectors.

NATURAL shrinkage deduction by the Railroad Companies has received another body blow, this time from the District Court at Omaha. The facts are recited in "Letters" this number. It has been pointed out repeatedly that no one can fix by tariff or previous agreement an arbitrary amount, which shall be the actual amount of shrinkage due to the evaporation or loss in handling. Different grains will not suffer the same loss, and each grain will suffer a different loss or gain at different seasons of the year. In order to fairly make a deduction for any shrinkage it is incumbent upon the carrier to prove that the grain loaded into car did actually shrink. It is not sufficient for it to prove that some grain has been known to shrink. The railroads' position in attempting to force the dockage for natural shrinkage upon grain shippers of the country is absolutely untenable and they will abandon their contention as soon as more of the shippers stand for their rights.

Bonding Companies Have Lost Heavily on "Barn Builders."

The secretary of a bonding company which has bonded a number of barn builders who have entered into contracts they could not fulfill has accumulated such a strong prejudice against these irresponsible contractors that his company will charge five times as much for a bond hereafter as heretofore.

It seems that every bonding company has suffered heavy losses on grain elevator contracts. This is a strong testimony to the caution of the grain dealers who have let contracts for new elevators to bonded builders. Although the bonding company found it necessary in many cases to make good the shortcomings of the barn builder, still the grain dealer did not obtain nearly as good an elevator as he would have secured had he let the contract to a reliable builder of experience.

Cut-throat competition has prompted many of these itinerant carpenters to contract to build an elevator for less than the material costs. If the grain dealer would give as much attention to making sure that he obtains a well-built elevator, thoroly adapted to his needs, as he does to getting some one to enter into a contract to erect it at a low price, much better houses would be built everywhere.

A FEW representatives of shippers ventured to Washington last week and protested against the continuation of clauses in the B/L releasing carriers from their common law liabilities. If all grain shippers, who are more interested than any other class of trade, were to write, wire or call upon the Interstate Commerce Commission in behalf of the elimination of these unreasonable conditions there is no doubt what the Commission would do. But the shippers are so busy these dull days that they seem to think the work is not worthy of their attention. That is where they are mistaken, and it will cost them more every month hereafter than any amount they can spend this month in trying to convince the Commission that the conditions are unreasonable and unwarranted.

RAILROAD claims regarding anything nowadays must be taken with a barrel of salt. Following close on the disclosure of the frauds perpetrated upon the stockholders by the directorates of the Frisco and the New Haven comes a statement from the Interstate Commerce Commission charging the C., M. & St. P. R. R. with falsely reporting "a decrease of \$2,000,000 in income due to failure to obtain higher freight rates." It is also charged that "it falsely reported the income of its Puget Sound company to be more than \$2,000,000 in excess of its income; and that the Puget Sound company falsely reported a valuation of its property which was \$100,000,000 in excess of its cash investment." Evidently the claims of the different railroads as to their income under existing freight rates need to be carefully investigated before any advances are permitted.

Fair Investigation Welcomed by All Grain Exchanges.

Congressman Manahan was no doubt elected to Congress as a result of his work in trying to paint black the grain exchanges of Minnesota. It did not matter that he failed to convince anyone that aught was wrong with the grain exchanges. He succeeded in establishing a reputation with the bucolics that he was against the exchanges; hence they voted for him.

In the hope of retaining a seat in Congress he has repeated his attack on the Minnesota exchanges and included with them the Chicago Board of Trade. It does not matter to him that all the exchanges are just as favorable to an investigation of their methods as anyone could be. The advertising he obtained as a result of his hot-headed attack on the exchanges will help him to mislead and hold the voters. The grain exchanges have never had anything to fear from an investigation by men who can be fair enough and broad enough to discard prejudice and consider conditions as they are, not as the misinformed agitators claim them to be.

The lawmakers of the world might legislate from now till doomsday; they can not destroy speculation in grain or for that matter in any other commodity, because men must have it, and the majority have not time to produce the grain needed by their own families; hence must buy; and few have either the time or the inclination to deal direct with growers or with millers. Consequently they must deal with the middleman and the middleman must buy when farmers are ready to sell and take chances on finding a buyer at a higher price.

Our present system of dealing in grain for future delivery makes it possible to market the crops of this country on a narrower margin of profit than the merchants in any other line of business would think of attempting to handle goods. It is so because middlemen are able to eliminate the speculative element in the business and handle cash grain safely. The speculator, who is ever ready to absorb the speculative element in the business, assumes the risk and frequently bears heavy losses, to the end that the cost of getting grain from the producer to the consumer is reduced to a minimum.

The willingness expressed by the representatives of the different exchanges before the House Com'te on Rules to have their methods investigated must have been somewhat of a surprise to many of the agitators who have been shouting long and loud against the exchanges and charging them with all the crimes in the calendar. A disclosure of the truth must necessarily silence for a generation at least all the hot-headed agitation against dealing in grain for future delivery.

INTERSTATE COMMERCE Commission Issues Long-and-Short-Haul Rate Rules.

The Interstate Commerce Commission in General Order No. 13, effective Mar. 15, consolidates and revises all of its rules with reference to rates coming under the fourth section of the Act to Regulate Commerce, known as the Long-and-Short-Haul Clause. In this order carriers are authorized to file with the Commission tariffs establishing or continuing higher rates at intermediate points and thru rates higher than the combinations of intermediate rates, provided that in so doing the discrimination against intermediate points is not thereby increased, subject to the following rules:

Sec. 1. A thru rate which is in excess of the aggregate of the intermediate rates lawfully published and filed with the Commission may be reduced to equal the sum of the intermediate rates.

Sec. 2. Where a thru rate has been, or is hereafter, reduced under the authority of section 1 of this order, carriers maintaining thru rates via other routes between the same points may meet the rate so made by the route initiating the reduction.

Sec. 3. Where a reduction is made in the rate between two points under the authority of section 1 of this order, such reduction may extend to all points in the group which take the same rates as does the point from or to which the rate has been reduced.

Sec. 4. Where thru rates are in effect which exceed the lowest combination of rates lawfully published and filed with the Commission, carriers may correct said thru rates by reducing the same to equal such lowest combination.

Sec. 5. A longer line or route may reduce the rates in effect between the same points or groups of points to meet the rates of a shorter line or route when the present rates via either line do not conform to the fourth section of the act, under the following circumstances:

(a) Where the longer line is meeting a reduction in rates initiated by the shorter line.

(b) Where the longer line has not at any time heretofore met the rates of the shorter line.

Sec. 6. A newly constructed line publishing rates from and to its junction points under the authority contained in paragraph "b" of section 5 may establish from and to its local stations rates in harmony with those established from and to junction points.

Sec. 7. Carriers whose rates between certain points do not conform to the fourth section of the act, which rates have been made lower than rates at intermediate points to meet the competition of water or rail-and-water carriers between the same points, may make such further reductions in rates as may be required to continue to effectively meet the competition of rail-and-water or all-water lines.

Sec. 8. Where rates are in effect from or to a point that are lower than rates effective from or to intermediate points, carriers may extend the application of such rates to, or establish rates made with relation thereto, at points on the same line adjacent or in close proximity thereto, provided that no higher rates are maintained from and to points intermediate to the former point and the new point to which the application of the same or relative rates has been extended.

Sec. 9. Where there is a rate on a commodity from or to one or more points in an established group of points from and to which rates are ordinarily the same, but the rate on the said commodity does not apply at all points in the said group, such rate may be made applicable to or from all of such other points.

Sec. 10. Where there is a definite and fixed relation between the rates from and to adjacent or contiguous groups of points, and the rates to or from one of said groups are changed, corresponding changes may be made in the rates of the other groups to preserve such relation.

Sec. 11. In cases where no thru rates are in effect via the various routes or gateways between two points, and the combination of lawfully published and filed rates via one gateway makes less than the combination via the other gateways, a thru rate may be established on the basis of the combination via the gateway over which the lowest combination can be made, and made applicable via all gateways.

Sec. 12. In cases where thru rates are in effect between two points, via one or

more routes or gateways, which are higher than the combination of lawfully published and filed rates via one of these gateways, different carload minima being used on opposite sides of the gateway, a thru rate may be established equal to the lowest combination of lawfully published and filed rates, using the higher of the carload minima but continuing the present higher thru rate if based upon a lower carload minimum.

The Commission does not hereby approve any rates that may be filed under this authority, all such rates being subject to complaint, investigation, and correction if in conflict with any provision of the act.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

L. E. & W. 10306 passed thru Paxton, Ill., eastbound, Mar. 7, leaking grain at side door. Train did not stop.—B. M. Rollins, Risser & Rollins.

Penn. 24179 on Mar. 7 lost 10 bus. of grain at Remington, Ind. Section shoveled it back into car and repaired.—M. C. Coover, mgr. Farmers Elvtr. Co.

N. Y. C. & St. L. 52807 on the P. & E. division Big Four, 19 miles east of Indianapolis, Ind., half way between Mt. Comfort and Mohawk, Ind., eastbound, was Mar. 4, leaking a stream of corn as it passed.—Elwood Morris, Greenfield, Ind.

Big Four 44888 passed thru Sheldon, Ill., Feb. 28, leaking yellow corn at door on one side and over journal on other side.—Ben B. Bishop.

C. G. W. 16664 passed thru Byron, Ill., Feb. 27, eastbound, leaking barley in small stream.—L. D. Marshall.

M. L. & T. 32884 passed thru Wortham, Tex., Feb. 19, leaking corn from bottom of car. Did not stop.—J. W. Cooper.

C. M. & St. P. 43478 billed from Colman, S. D., to Omaha, Neb., passed thru Dell Rapids, S. D., Feb. 18, leaking at bottom of side door. Outside car door had been used instead of regular grain doors.—W. H. W., Colton, S. D.

A. T. & S. Fe 43375 passed thru Wortham, Tex., Feb. 18, leaking white corn at both doors. Did not stop.—J. W. Cooper.

Atlantic Coast Line 29406 was derailed at Grundy Center, Ia., Feb. 12. The axle was broken and car tipped over; wrecker spilled most of corn out in picking up car. I loaded this car thru elvtr. into C. R. I. & P. 150790, wagon scale weights 62,470, automatic scale weights, 62,400.—E. E. Billings.

Southern 134980 was set out at Pemberton, O., Feb. 7, on account of hot box. Car was in bad condition, 2 door posts being broken on side, and leaking at end and side. Repaired best I could. Agent advised me it had been shipped from west of Indianapolis.—O. J. Reeder, with L. G. Shanely.

I. C. 25102 passed thru Colfax, Ill., Feb. 6, leaking at side.—John J. Williams, J. R. Williams & Son.

C. & N. W. 74268 was set out at Emerson, Neb., and transferred Feb. 5, one side post being broken off and yellow corn ran out.—L. A. Olmsted, agt. Oscar Bring.

Wabash 66068 passed thru Brenham sta. (Greensburg p. o.), Kan., Feb. 4, leaking wheat at end and side.—S. L. Gamble.

Frisco 60393 passed thru Bison, Okla., Jan. 27, leaking wheat badly at door.—Carl A. Lovell, agt. El Reno Mill & Elvtr. Co.

C. & E. I. 105 passed thru Lochiel, Ind., Jan. 26, southbound, leaking yellow shelled corn at side.—Joe A. Stone, mgr. Lochiel Farmers Elvtr. Co.

Letters From Dealers

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Grain Trade a Healthful Business.

Grain Dealers Journal: They say good men die young. When would a grain man die?—Swartz & Boughton, Welling-ton, Ill.

A Far Sighted Railroad.

Grain Dealers Journal: In your Feb. 10th number an "Illinois Shipper" complains that railroads want to deduct natural shrinkage on claims he makes. He further suggests that it is convenient for the railroads to deduct "natural shrinkage" only where it is a source of financial profit.

We want to prove his statements. We received a car of oats from Minneapolis with official weights of 40,000 lbs. We weighed out by city scale weights 39,470 lbs., making a shortage of 530 lbs.

The I. C. R. R. wants to charge freight on 40,600 lbs.; they weighed the car and contents and subtracted stenciled tare weight of car. In reality they want freight paid on 1130 lbs. more than we received.

We are trying to get them to make a corrected freight bill but we will have to pay on 40,000 lbs. at least. In this case you see it is financially convenient for the I. C. R. R. to use stenciled weight of car and it is furthermore financially convenient for the I. C. R. R. not to take off for "natural shrinkage."—C. O. M. & Co.

Regulation of Illinois Dealers Who Store Grain.

Grain Dealers Journal: The Illinois Public Utilities Law plainly says that any grain elevator storing grain for a compensation is a "Public Utility" and therefore comes under the jurisdiction of the Commission and must be subject to rules and regulations.

It is in reality just as much of a public service to store grain free of charge as it is to store for compensation and therefore all forms of storing should come under the jurisdiction of the Public Utilities Commission.

The dealer who stores grain free of charge, in order to make up for the shrinkage he must stand, must buy the grain cheaper than he does grain which is brot to him on the day in question. If he does not buy it cheaper, he is doing business on a false economic policy and he is doomed to lose money.

Many dealers with a 10,000-bu. elevator store 50,000 bus. oats. They do this by shipping out their customers grain and thereby violate the law of the state of Illinois. They ship the oats out on a low market and must settle for them when the price has been advanced. This advance has bankrupted many good grain dealers.

The regulations suggested to the Commission by S. W. Strong, sec'y of the Illinois Grain Dealers Ass'n, will make dealers store free of charge, and make conditions worse than ever, but that will in

the end be a good thing for all concerned, as both the dealers and farmers will by that time have lost so much money that they will insist on the legislature passing a law to the effect that all grain elevators storing grain are "Public Utilities."—S. J. G.

Want Form of Grain Contract.

Grain Dealers Journal: We are frequently asked to advance money on wheat to be delivered at some future time. We have never had any written agreement of any kind and have never lost a dollar, but we realize that it is a very risky business.

Today I advanced \$200 on 40 acres of growing wheat to be delivered during July. Can brother dealers suggest in the columns of the Journal some form of contract covering such loans, so we can make ourselves safe? We charge 6 per cent interest, and loans are all good unless one of the parties dies, and then it would be hard to collect.—J. E. & R. Hord, Payson, Ill.

The Country Banker as a Disturber

Grain Dealers Journal: The writer has been in the country grain business for nearly forty years and in this time has witnessed many changes in the method of handling the business. The present craze seems to be farmers elevators, and "Shipping Associations". As a subscriber to the Grain Dealers Journal from its first issue, and from which I am pleased to say I have derived much valuable information, I wish to suggest that it might be of much advantage to the trade in general to devote more time to a discussion of the causes for such a movement. Whether the building of elevators regardless of the fact that a community already has more than the business requires is justifiable. Whether it is profitable to the farmers themselves to invest in elevators and grain handling machinery when experienced men have all modern facilities and sufficient capital and knowledge of grain, grades and markets to enable them to pay everything that can possibly be paid for grain, and who do so or they would not remain in the business. Grain dealers will not be stampeded into paying more money than they can get for grain simply to satisfy a clamor usually headed by the banker, who has accumulated large holdings of farm lands.

The building of the elevator was the red letter day of the new railroad, as it made a market for the territory that had none and had more to do with the general prosperity of the community than any other business.

Is the grain merchant a "Leech" on a community? Is the farmer benefited by putting his money into an elevator when there are already more elevators than the territory requires? Is the hue and cry of the banker and the merchant "That grain is being hauled away from your town" justifiable evidence that you are not paying enough for grain and that there should be another elevator at once? Why should a successful grain merchant not be given credit for aiding in the general prosperity of the community along with the banker and the farmer and the merchant. He is working at all times to provide the best facilities for improving grain and to find the market that will enable him to pay the highest price. This takes capital and experience.

Inexperienced men rush in and pay prices that are not justifiable by any market, simply "to show" the man who has fought out these problems that he does not know a thing about the business.

When the rash buyer gets all the grain (hauling it right away from other towns) he is rewarded by being "patted on the back" by Mr. Banker, who rubs his hands with glee whenever he thinks how he is "doing" the old Grain Man. Give him equal credit with the Banker (who is the general adviser of all communities) for honesty, ability, industry, and close application to business. That will not add to Mr. Banker's stock of popularity like his advice to his farmer friends "that they are not paying enough for grain over there. Why don't you build an elevator and pay what grain is worth? We will take \$50.00 or \$100.00 of stock and loan \$5,000 or \$10,000 to the best farmers of the county to carry on a business."

Discuss these questions. Show the expense of operating country elevators. Show how the farmers can profit more by working with the man who understands the business and not so much with the Banker who is going to profit by getting his money tied up in elevator property.

Why not form your "Equity Societies" and call some other class of business men on the carpet, besides the Grain Man. They will not stand the examination half so well. There is no other business in this country that is handled on as close a margin or that takes as much capital as the country grain merchant. Farmers, who think they can get along without him and can handle the business to better advantage, shud go to him and he will sell his elevator gladly. Farmers shud talk it over with the grain dealer instead of the banker, who has some ulterior object in view. The grain dealer will show you his books and show you what he is doing but don't ask the banker to show you the kind of profits he is making.—G. J. Railsback, Ashland, Nebr.

Moisture in Northern Corn Destroying Southern Demand.

Grain Dealers Journal: While we, and doubtless all grain shippers, favor rates that will be fair to all concerned, we do not think high rates altogether responsible for the falling off in movement of grain to the South and Southeast from Northern markets. The South is raising much more corn than formerly, and is now importing large quantities from Argentine, all of which lessens the demand for the dangerously damp Northern stuff, which is deservedly unpopular.

Twenty years ago there was a bigger demand in the South and more dry old corn available in Northern markets. Shipments from the North then were generally satisfactory. Now they are almost always unsatisfactory on account of moisture, and your dealers are still working for big moisture test. Southern dealers and consumers have been badly burnt for several years by your No. 2 Northern Corn getting hot, and damaged when shipped to warmer climates.

No. 2 Corn, in our judgment, should be dry enough to hold up anywhere. Inspection rules should be the same everywhere. The Northern farmers should not be allowed to sell so much water in their grain. True the Southern dealers can prescribe certain test, but unfortunately most of them have no way of re-testing nor any reliable assurance that shipments are correctly tested at terminal markets, as most of the inspection and testing is said to be done on "Samples from Cars."

We need reliable uniform grades and inspection. The present irregular grades are very confusing and make trouble.

Kansas No. 2 Corn grading No. 3 at Galveston. Fort Worth, Texas, No. 2 Red Oats grading from No. 4 Mixed to No. 3 weather beaten at New Orleans. Takes too much watching and makes business too technical and dangerous.

Uniform, higher grades, correctly applied will, we think, restore and promote confidence and business as much as if not more than cutting rates.—Yours truly, Hughes & McCoy, Howe, Tex.

Defects of Present Bill of Lading.

Grain Dealers Journal: A bill of lading is of particular interest to the shippers of grain because it is so largely used by the country shipper as collateral. It is not only with him a title to his property, but it is an instrument of credit.

Naturally the country grain dealer wants to turn his money over as rapidly as possible. He has not money enough to invest in large quantities of grain so his B/L is attached to drafts covering carloads of grain as rapidly as shipped. It is highly important, therefore, that this document be not only a clear title to all of his property, but that it be an instrument of credit acceptable to bankers as well.

Certain sections of the B/L work particular hardships on the grain shippers and do not effect other lines of business in the same way. In the first place carrier does not give a receipt to the grain shipper for the amount of grain loaded in the car. The bill of lading reads something like this: "Received of John Smith, a carload of wheat said to contain 60,000 lbs., weight subject to correction." If when the car arrives at destination, there is only 55,000 lbs. of wheat delivered, the carrier denies responsibility for the loss on the ground that it is not responsible for the difference in weight at shipping point and destination under the B/L. It is our contention that the carrier should be obliged either to weigh the grain at point of shipment and ascertain the amount tendered for transportation or accept the shippers weight as its own and deliver a like amount of grain at destination or be responsible for any loss.

The law clearly provides that the carrier shall give a receipt for property offered it for transportation and be liable for any loss therefor. If this were done many of the losses sustained by shippers in the transportation of grain would be avoided. As it is now, the hazard of transportation rests upon the owner of the grain instead of upon the railroad company where it properly belongs.

Section I of the B/L also exempts the carrier from liability for so-called natural shrinkage, which means the loss in weight from evaporation of moisture. The average time in transportation of grain from country points to terminal markets ought not to exceed 5 to 6 days, as the average distance is about 250 miles. The only grain in which there is any loss in weight from evaporation of moisture is corn, and it is well known that such loss in a transportation movement of from 5 to 10 days is so small that you can hardly calculate it, yet the railroad companies, because of this provision in the bill of lading, deduct $\frac{1}{4}$ of one per cent on all claims for grain lost in transit on the theory that this deduction represents the loss in weight from evaporation of moisture in corn. The deduction on other grain is $\frac{1}{8}$ of one per cent. It is our contention that this feature of the bill of lading is wholly wrong and that the carrier has no right to deduct anything whatsoever, but, on the other hand, should

deliver at destination the same amount of grain that is loaded into the car at shipping point or be responsible for any loss thereof.

Paragraph 2, section III of the B/L is also of particular interest to the grain shippers, wherein it is provided that in case of loss or damage the amount for which any carrier is liable shall be computed on the basis of the value of the property based upon the invoice price at time and place of shipment. It is well known that grain is customarily sold for future delivery and shipments are made from 10 to 60 days after the contract of sale is entered into. In case of loss where there has been an advance in the market price, the railway companies decline to pay for the value of the grain destroyed but will only pay on the basis of the invoice price, which does not represent the value of the property destroyed. Therefore the grain shipper sustains a loss of the difference between the price of the grain at the time he sold it and the price of the grain at the time it was lost. Frequently such difference amounts to \$40.00 or \$50.00 a car.

Moreover, in the case of grain that is damaged in transit but delivered, the invoice price has nothing whatever to do with fixing the measure of the damage. That is a matter that can only be determined after the grain has been put in condition and sold. The amount of loss sustained is a matter of proof and cannot be proved by the invoice price. The railroads contend that a shipper of grain can use the higher rate which insures the transportation of grain based upon the common law liability of the carrier. As a practical matter, however, this cannot be done. It is well known that competition for grain in the same territory is very keen and manifestly no one grain shipper can use a higher rate than his competitor is using and get his share of the business. Therefore the grain shipper must use the lower rate carrying the limited liability of the car.

The theory on which that idea of using the higher rate advanced is, that all rates are based upon the limited liability of the carrier and if a shipper desires his property transported under the common law liability of the carrier he should pay an additional sum for such insurance. The theory of the rates being based upon the limited liability of the carrier is erroneous because, as a matter of fact, all rates were originally based upon the common law liability of the carrier except in case of special contract, but the carrier has incorporated into its bill of lading the limited liability clause by which it seeks to exempt itself from its common law liability or exact a higher charge.

These things we are trying to have corrected in the proceedings before the Interstate Commerce Commission and we hope to secure the elimination of those terms and conditions which entail a tremendous loss upon shippers and particularly dealers in grain.

Grain pays an exceedingly liberal rate, probably more than its fair share of transportation charges, and should not be burdened with losses incidental to its transportation and for which the carrier is alone responsible.

We believe the time is at hand when the grain shippers of this country ought to unite and protect themselves against transportation losses to which grain is now subject and from which we believe relief can be secured by persistent and united effort.—Yours respectfully, W. M. Hopkins, Chicago, Ill.

Carrier Must Prove "Natural Shrinkage" of Shipment or Pay for Amount Lost.

Grain Dealers Journal: In the case recently decided by Judge Troup, he declared the arbitrary deduction made by railroads on account of so-called natural shrinkage to be illegal. The facts in that case were substantially these:

The Nebraska-Iowa Grain Co. shipped a car from Omaha to Kansas City, and on its arrival it was found to be leaking, and a bad order report was turned in. The difference between the terminal weights at Omaha and at Kansas City was 600 lbs. The Railroad Co. offered to pay the full amount, less one-quarter of 1 per cent, which it claimed the right to deduct because of the tariff provision. In order to test the legality of this matter we refused to accept the amount offered by the Railroad Co. and brought suit for the full amount. The difference amounted to less than \$1.00.

The Railroad Co. filed its answer in court, pleading the tariff provision, and claimed the right to deduct from the weight at point of origin one-quarter of 1 per cent, relying upon the tariff provision for its right to do so.

I moved to strike from its answer all references to that tariff provision, claiming that it was void for various reasons:

1st. It was in violation of the Carmack amendment to the Act to Regulate Commerce.

2nd. It was an effort on the part of the carrier to limit its liability.

3rd. It resulted in taking property without due process of law, in violation of the Federal constitution.

The District Court sustained each of these contentions and held that the burden of proof was on the Railroad Co. to show that there was, in fact, this amount of natural shrinkage and that any attempt by the carrier to fix by tariff provision an arbitrary amount that should be deducted was illegal and void.

The case will, no doubt, go to the Supreme Court of Nebraska, and the carriers have said that if defeated in the Supreme Court of the state they would take it to the Supreme Court of the United States.—Yours truly, Edw. P. Smith, Attorney, Omaha Grain Exchange, Omaha, Nebr.

WE FIND plenty of useful information in the Grain Dealers Journal.—C. W. Watson & Son, Redkey, Ind.

FLAXSEED stocks in the United States are so light that heavy imports are expected in 1914, especially from Canada, which hitherto has been sending the usual surplus to Europe.

WE ARE greatly taken with the "Letters from Dealers" and "Asked-Answered" departments of the Grain Dealers Journal.—A. M. Stearns & Sons, Essex Roller Mills, Essex, Ia.

THE NEW YORK Legislature is considering a bill which requires exchanges to apply for a state license and file a bond guaranteeing the fulfillment of brokers' obligations to customers.

BINDER TWINE made by convict labor can no longer be shipped into states prohibiting the sale of convict-made merchandise. The House of Representatives on Mar. 4 passed the Booher bill, which makes convict-made goods subject to the laws of the state into which it is shipped and therefore bars it from states prohibiting such goods.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

How Are Grain Dealers Assessed in Iowa?

Grain Dealers Journal: On what basis are grain dealers of Iowa taxed? Are taxes supposed to be levied upon the amount of capital invested in the business on any certain day of the year, or must it be the average amount employed in the business by the grain dealer? Any light on this subject will be greatly appreciated.—M. & H.

Have Grain Dealers Collected Flood Claims?

Grain Dealers Journal: Will readers of the Grain Dealers' Journal please advise us thru its columns whether or no any one has succeeded in collecting any claims for total loss against the railroad companies on account of the flood last March in the Ohio River Valley?

We have claims out on two entire cars and have been unable to collect. Are there any recent court decisions?—Frankie Grain Co., Milwaukee, Wis.

Ans.: There are no recent court decisions on the Ohio flood cases.

Buyer to Settle with Railroad for Flood Loss.

Grain Dealers Journal: We shipped a car of corn to a point in Ohio and it arrived in Dayton on the morning of the flood. Getting out of condition, the corn was taken by the railroad company to Cincinnati to be conditioned and sold.

The buyers ask us to ship them another car on the contract, the railroad company having notified them that it would take the corn. But we believe that as it was no fault of ours that the corn did not get to destination we can not be compelled to ship them another car of corn. Can they make us do it?—Indiana. Shippers.

Ans.: Without exact knowledge of the terms of the shipping contract of sale, it is impossible to state certainly on whom this loss falls.

Assuming that the corn was shipped in the usual manner, on the uniform B/L shipper's order, notify, and that draft was attached to B/L, the railroad must bear the burden of loss; and the expense of forcing collection of the claim from the carrier must be borne by the buyer.

The carrier is liable to the holder of the B/L for the value of the property. As between buyer and seller the title to the property passed at the moment the draft was paid.

In *Wilkins v. Atlantic Coast Line*, the Supreme Court of North Carolina held that the consignee may not reject the goods because the same have been wrongfully damaged in transit, but must receive the goods and hold the railroad company for the injury done, being required further to do what good business prudence would dictate in the endeavor to minimize the loss. When the injury amounts to a total loss, the consignee may reject them and sue the railroad for the entire amount.—75 S. E. Rep. 1090.

Shipper discharged his full duty to the buyer when he loaded the corn into the railroad company's car and forwarded the B/L to buyer. Buyer can not require the shipment of a second car to apply on the

same contract; but, if still in need of the corn, must purchase anew, and look to the railroad company for recoupment of damages on first shipment.

LETTING CONTRACTS TO Bonded Builders.

For some time past, and particularly for the last year or two, the country has been overrun with traveling carpenters, who have attempted to take on elevator contracts without any practical knowledge of the business.

One of the best known Surety Companies in the West, in a recent interview, makes a statement that with all the care exercised by its Underwriting Committee in passing on this class of contract bonds, it has suffered to a great extent by reason of the fact that most of the so-called builders have proved themselves entirely incapable of performing their contracts in accordance with the plans and specifications.

The general tendency of every Surety Company in the business is to draw the line tighter in the issuance of all contract bonds. By this method it is hoped that the irresponsible bidder will be eliminated from the field.

Only recently in the State of Iowa, there has been no less than six serious losses resulting to companies issuing this class of bond, and in each instance the contractor was considered a good risk. This should be conclusive evidence that the owner should use extreme care in awarding his contracts, as he will save himself a great deal of trouble and possibly avoid a loss, as well as assuring himself, in the event that he gets the better class of workmen, of a much better job.

Be it sufficient to say that no owner should accept any contractor without making the contractor give a suitable bond. He is then assured that his contract will be completed according to the specifications and without any loss to him in the event that the contractor should default.

MEXICO by a presidential decree issued Jan. 21 will permit the importation of corn thru the custom house of La Ascension and Chetumal free of duty until June 30, 1914.

Natural Shrinkage Knocked Out by Court.

The district court of Nebraska at Omaha recently decided against the Chicago, Burlington & Quincy Railroad Co. in a suit by the Omaha Elevator Co. and Nebraska-Iowa Elevator Co., involving the right of the carrier to deduct $\frac{1}{8}$ of one per cent on wheat and $\frac{1}{4}$ of one per cent on corn from the weight of grain on claims for loss of or damage to grain in transit, known as the "natural shrinkage".

Judge Troup held that the railroad cannot legally demand $\frac{1}{8}$ and $\frac{1}{4}$ of one per cent on various kinds of grain as natural shrinkage.

The case was one affecting the interstate tariffs of the C., B. & Q., but as this decision is one by a lower court the legal department of the "Q" will not be governed by it, as courts in other states may decide differently.

Coming Conventions.

April 9-10—Western Grain Dealers Ass'n at Hotel Montrose, Cedar Rapids, Ia.

May 22-23.—American Feed Manufacturers Ass'n, at Auditorium Hotel, Chicago, Ill.

May 26-28—Kansas Grain Dealers Ass'n will hold its annual meeting at Kansas City.

June 2-3—Illinois Grain Dealers Ass'n at Cairo, Ill.

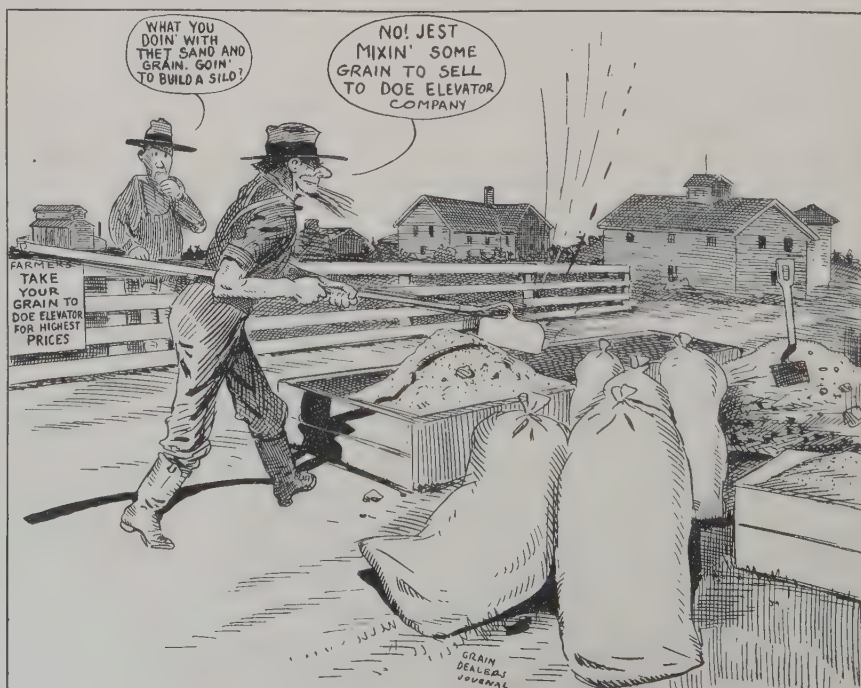
June 23-25.—American Seed Trade Ass'n at Washington, D. C.

June —. The Ohio Grain Dealers Ass'n will hold its annual convention at Cedar Point, probably the last week in June.

July 14-16. The 21st annual convention of the National Hay Ass'n will be held at Cedar Point, O.

Oct. 12-14—Grain Dealers National Ass'n at Kansas City, Mo.

I LIKE the Grain Dealers Journal and think it is a good paper for grain men.—C. J. Reagan, agt., Columbia Elevator Co., Appleton, Minn.



New Use for Sand Out There in Kansas.

CONGRESSIONAL INVESTIGATION OF BOARDS OF TRADE.

Washington, Mar. 7.—The com'te on rules of the House of Representatives closed its hearings today on the resolution introduced by James Manahan, representative at large from Minnesota, for an investigation of the Chicago Board of Trade and Minneapolis Chamber of Commerce and Duluth Board of Trade, alleging monopoly, fraudulent mixing in elevators and manipulation of prices.

Members and representatives of the exchanges went to Washington not to oppose an investigation, which would be welcomed, but to refute the allegations of monopoly, grain mixing and price control. The members of the com'te are said to favor an investigation, Chairman Henry declaring that "A broad, thorough probe of future trading in all agricultural products, including cotton, would aid Congress in the proposed legislation."

Representative Manahan charged that elevator men, by selling to themselves grain they held as agents for farmers, defrauded the wheat growers of the Dakotas and Montana alone of \$20,000,000 a year. Federal legislation to abolish future trading, federal inspection and grading in public warehouses, he urged, were the only remedies to relieve farmers, who lost large sums thru manipulation in futures. The state of Minnesota's investigation of the evil, he said, had been set at naught by a lobby.

Samuel H. Greeley, formerly a member of the Chicago Board of Trade, evidently has learned nothing during the past twenty years, for his speech to the com'te was identical with his wild talks given many years ago. His allegations of fraud in mixing grain and bribing legislatures with \$4,000 make interesting material for yellow journalists, but unfortunately for him are not supported by evidence, being only hearsay and rumor. In fact, Mr. Greeley injured the cause he represented by appearing before the com'te.

Ira D. McVickar of Eagle Grove, Ia., representing the Farmers Grain Dealers Ass'n of Iowa, said the grain growers wanted federal inspection of grain.

Benjamin Drake, attorney, and Magnus Johnson also argued for the Equity Exchange.

J. W. Shorthill, representing the Council of the farmers grain dealers ass'ns of several states, said the Council favored a full investigation, but is not prepared to say what legislation it would recommend.

John G. McHugh, sec'y of the Minneapolis Chamber of Commerce, declared that the Manahan resolution was not an indictment of the Chamber of Commerce, but of the state and the laws of Minnesota, saying that the commission merchants who dealt thru the Chamber of Commerce were controlled by state laws and state commissioners.

Mr. McHugh defended the practice of buying futures, saying that since the speculator always tried to buy a little below the theoretically normal price and to sell above it, the natural tendency of speculation was to keep the price normal.

"It is futile," he said, "to claim that the grain business could not be conducted without the buying of futures. The trade in barley is carried on almost entirely without hedging."

"You must bear in mind, however, that while you can legislate against dealing in futures, you cannot eliminate the speculative features of the grain business by legislation. The speculative risk is inherent in the business and by preventing

dealing in futures you would merely shift the risk from the speculator to the producer and manufacturer."

David F. Simpson, representing the Minneapolis Chamber of Commerce, produced a letter signed "James Manahan," in which the writer said that he was an attorney for the Equity Co-operative Exchange, a farmer grain dealers ass'n, and that with George Loftus, sales manager of the concern, he was interested in the grain business and hoped his friend would throw business to the association.

The letter was dated Dec. 26, 1912. Mr. Simpson pointed out that it was given added significance by the fact that less than a month later than that date Mr. Manahan undertook to act as attorney in the investigation of the grain exchanges in his state with the assurance that he was not interested in the grain business.

Representative Manahan denied that he had written the letter and pleaded that it be not admitted to the record.* The chairman of the com'te, however, ruled that the letter should be accepted in evidence and "considered."

Mr. Simpson then produced another letter signed by Manahan showing that he had been an attorney for the Equity Co-operative Exchange. Representative Manahan admitted that he had acted as attorney for the association in one case.

C. H. Canby, pres. of the Chicago Board of Trade, said, that since the grain crop was harvested in ninety days, although its consumption was spread over an entire year, some method of carrying the crop until it was called for by consumers had to be provided. This was done thru the future trading and hedging orders. This speculative dealing does not influence the price of grain. Thru that trading in the wheat pits there is furnished free, open competition in grain, the thing the president has been preaching so long. The cost of working out the system, the 1/4 cent a bushel commission on futures, might well be termed the premium on insurance.

John J. Stream, operator of a Chicago public elevator, declared there had not been a dollar profit in the public elevator business in the last fifteen years. His company would get out of the business, he said, but for the fact that its trading in futures had to be protected with that storage capacity. He denied that there was or ever had been a monopoly or combination among warehousemen.

Henry S. Robbins, attorney for the Chicago Board of Trade, said: "As the board has no interest in sales made by its members, it could not violate the Sherman law."

"The resolution also aims to secure information for use in framing congressional legislation, first for the federal control of grain elevators, and, second, to prohibit future trading upon these exchanges, which the proponents of the resolution denominate as gambling."

"I contend that Congress has no power to control grain warehouses in Chicago, for they do not constitute a link in the chain of transportation of interstate commerce. But even if I were wrong in this contention, no uniform regulation is practical in view of the different conditions prevailing in different states."

"Heretofore Congress has wisely recognized the fact that warehousing is a subject properly left to each state, and the Supreme Court has sanctioned that view."

"Trading for future delivery on such exchanges as the Chicago Board of Trade is not interstate commerce, even though

the customers for whom the brokers may be acting reside in different states. The trade is made in the state where the exchange is located, and the members of the board in whose names the trade is made reside in that state."

Among those attending the hearings were G. F. Ewe, E. L. Welch and Judge M. D. Purdy of the Minneapolis Chamber of Commerce; J. C. F. Merrill, J. W. Radford, J. P. Griffin and H. N. Sager of the Chicago Board of Trade.

COMMISSION MERCHANT Has Right to Sell Enough Grain to Protect Himself.

On February 25th a judgment amounting to \$542.37 and costs were rendered in the Tippecanoe County Court at Lafayette, Ind., before Judge Vinton in favor of Chas. England & Co., of Baltimore, plaintiffs, against Duffy & Harrington, of Otterbein, Ind., defendants. This case was the result of overdrafts by Duffy & Harrington in 1907 on certain consignments of oats to Chas. England & Co., the drafts being paid upon the shippers' statement that any over drafts would be made good.

After the oats arrived Duffy & Harrington ordered them held, and later, when the market declined, Chas. England & Co. demanded a sufficient sum to make good their overdrafts due to the decline in the market and carrying charges. Duffy & Harrington refused to make this payment, whereupon they were notified that unless a remittance was made on or before a certain date, the oats would be sold upon the market for their account. In pursuance of this, the oats were sold and account rendered Duffy & Harrington, they refusing to pay the balance, claiming the oats had been sold without their instructions.

The plaintiffs obtained a judgment in Newton County in 1909 for the full amount of their claim, the court granting all their petitions. An appeal was taken by Duffy & Harrington to the Supreme Court of Indiana, which latter court held that testimony should be submitted to show whether Duffy & Harrington had been given reasonable notice before their oats were sold on the open market. At the last trial the defendants confessed judgment when they found they were unable to furnish testimony to prove that they had not received proper and reasonable notice of the plaintiffs intention to dispose of the oats.

The Supreme Court held that a commission merchant has a lien against the property for advances made, and has a right to sell sufficient of the goods to protect himself against a market decline or expenses of carrying the property, whether this be contrary to the shipper's order or not, provided reasonable notice of such intention was given.

THE MERGER of the American Malt-ing Co. and the American Malt Corporation into a single corporation having \$15,000,000 capital stock, was disapproved by the New Jersey State Board of Public Utilities February 28. The Board held that the two concerns are not doing a cognate business as defined in the "Seven Sisters" anti-trust laws of 1913; that the Malt corporation is merely a holding company whose only assets are about 98% of the stock of the malting company; and that the total assets of the malting company amount to only \$9,244,000, or nearly \$6,000,000 short of the proposed capitalization.

Crop Reports

Reports on the acreage, conditions and yield of grain and field seeds are always welcome.

CALIFORNIA.

Los Angeles, Cal., Feb. 25.—Outlook in this state never better; have had heavy rains late enuf to enable farmers to get in their crops in time to receive benefit; acreage almost all barley.—H. E. Woolner, vice-pres. Newmark Grain Co.

FLORIDA.

Live Oak, Fla., Mar. 7.—Prospects are good for large corn acreage next season. Have had ample supply for our corn meal mill which has a daily capacity for 1,000 bus. and prospects are for a 60 day supply yet.—Middle Florida Grocery Co.

INDIANA.

Kouts, Ind., Feb. 26.—Wheat coming thru winter in fine shape.—J. J. Overmeyer.

Elkhora, Ind., Mar. 3.—Wheat in Davies County looking fine; large oats and corn acreage will be sown this spring.—John Caress, mgr. Lemon Mfg. Co.

Mansfield sta. (Carbon p. o.), Ind., Feb. 25.—Wheat so far has fared well, ground is now covered with snow with some ice under it.—Rohm Bros. & Co.

IOWA.

Watkins, Ia., Mar. 4.—Light crop last season.—Watkins Grain Co.

KANSAS.

Padonia, Kan., Feb. 28.—Wheat in fine condition; large acreage.—J. B. Walker.

Horton, Kan., Mar. 3.—Wheat looks good; fine.—John L. Bridges, Liberal Elvtr. Co.

Liberal, Kan., Feb. 26.—Crop conditions have had good snow which was great help.—W. T. Graham.

Penokee, Kan., Mar. 2.—Wheat prospect good for large crop.—C. L. Kobler, agt. Kansas Flour Mills Co.

Logan, Kan., Feb. 28.—Wheat condition perfect; best in years; acreage larger than usual.—Farmers Union Merc. Assn.

Miltonvale, Kan., Feb. 28.—Wheat prospects good altho some reports of damage from heaving.—J. W. Fury, Miltonvale Grain Co.

Larkinburg, Kan., Feb. 25.—Believe winter wheat in good condition; acreage larger than last year.—J. Bowser, agt. Western Elvtr. Co.

Oneida, Kan., Mar. 7.—Winter wheat in good condition; some late plowing has heaved.—D. S. Coleman, mgr. Oneida Farmers Shpg. Ass'n.

Hays City, Kan., Mar. 5.—Grain in first class condition; has been blowing considerably but do not think crop damaged.—Hays City Mfg. & Elvtr. Co.

KENTUCKY.

Sebree, Ky., Mar. 7.—Present outlook for new wheat crop in this section fine.—J. J. Korb, Warren Mfg. Co.

MICHIGAN.

Lansing, Mich., March 7.—In answer to the question, "Has wheat during February suffered injury from any cause?" 27 correspondents in the State answer "yes" and 489 "no." Snow protected wheat 27 days; average depth of snow Feb. 28, 7.05 ins.—Frederick C. Martindale, sec'y of state.

MISSOURI.

Marionville, Mo., Mar. 4.—Condition of wheat crop perfect; no corn or oats here last season; a few days more of sunshine and fair weather and farming will be under headway.—W. H. Bradford.

NEBRASKA.

Humboldt, Neb., Mar. 6.—Largest acreage of wheat ever known; prospects very favorable.—O. A. Cooper.

Edgar, Neb., Feb. 24.—Wheat seems to be coming thru winter in good condition; about 6 inches snow on Feb. 22, so ground is covered; average acreage.—A. D. Skinner, mgr. Farmers Commercial Ass'n.

Wayne, Neb., Mar. 7.—Things look pretty dry; no snow or rain so far this winter.—Benson Grain Co.

Trenton, Neb., Feb. 26.—Outlook for crop here this coming season never better; acreage of wheat as large if not larger than for several years; farmers getting ready to put in large crop of spring grain.—C. B. Grace.

OHIO.

North Baltimore, O., Mar. 3.—Believe winter wheat is being damaged here.—Fred Kalmbach.

Washington C. H., O., Mar. 2.—No damage to growing wheat so far.—Fayette Grain Co.

Grover Hill, O., Feb. 26.—Farmers say acreage to be sown to oats this spring will be light as compared to former seasons; last season there was a heavy acreage of clover and hence will be planted to corn in the spring. They believe that Canada will continue to supply us with oats and in as much as Canada is not a producer of corn and cannot furnish us with corn the result will be that corn will be relatively higher than oats and for this reason they will turn their attention more to the growing of corn than to oats.—Owens-Mericle Co.

OKLAHOMA.

Kildare, Okla., Feb. 27.—Crops almost a failure last season.—E. L. Hawthorn.

Norman, Okla., Mar. 6.—Wheat in good condition; acreage 115%; oats acreage 110%.—Norman Milling & Grain Co.

Gage, Okla., Feb. 26.—Wheat acreage increased 10%; prospects fine; large acreage of kafir will be sown.—Farmers Grain & Sply. Co.

Clinton, Okla., Mar. 6.—Condition of growing wheat in southwestern Oklahoma extremely good; plenty of deep moisture and plant well rooted; no apparent damage by insects of any kind.—Chalfant-Nelson Grain Co.

The acreage under Spanish peanuts in Oklahoma and Texas this year will show a heavy decrease under last year, due to a scarcity of seed. An extremely long drouth last year resulted in a small yield, which rotted while curing due to the heavy rains. In Arkansas and Louisiana a fair crop was obtained, but it was marketed early and there is also a shortage of seed in these states. Conservative men predict a shortage in the peanut crop in 1914; and it will pay every farmer in the peanut-growing district to plant his usual acreage this year or more, if he can get the seed.—H. M. Cottrell, agricultural commissioner, Rock Island Lines, Chicago, Ill.

SOUTH DAKOTA.

Forestville, S. D., Mar. 5.—Soil in good condition for seeding; prospect for an early spring.—L. A. Hagen, agt. Northwestern Elvtr. Co.

TENNESSEE.

Lebanon, Tenn., Mar. 9.—Growing crop best we have had for some years.—Lebanon Universal Mills.

WASHINGTON.

Lamont, Wash., Feb. 25.—Little doubt but that a large acreage will be sown in this vicinity this spring; no frost in the ground at present.—Jas. Phillips.

BALTIMORE ELEVATORS, which are owned and operated by railways, will be investigated by U. S. District Attorney John P. Hill, according to press reports, to find out whether or not there exists an "elevator trust" in violation of the Sherman anti-trust law.

THE AVERAGE WEIGHT of the wheat kernel varies directly with the length of the development period, according to R. W. Thatcher of the Washington State Experiment Station. The longer the wheat is permitted to grow, the larger the kernels become. On the other hand, the percentage of nitrogen decreases as the plant grows older. Harvesting wheat before it is quite ripe increases the proportion of protein in the wheat and of gluten in the flour.

FARM RESERVES.

Washington, D. C., Mar. 7.—The amount of grain on farms on Mar. 1, as reported by the Crop Reporting Board of the United States Bureau of Statistics, was as follows:

Wheat.

Wheat on farms 151,809,000 bus., 19.9% of the 1913 crop, compared with 156,483,000 bus. or 21.4% of the 1912 crop on farms Mar. 1, 1913, and 122,025,000 bus., 19.6% of the 1911 crop on farms Mar. 1, 1912. About 53.9% of the crop will be shipped out of the counties where grown, compared with 61.6% of the 1912 crop and 56.1% of the 1911 crop.

	% of 1913 crop.	Amount on farms. Millions of bus. Mar. 1, 1913, 5-yr. 1914, 1913, aver.
Pennsylvania	30	6.6 6.0 7.6
Ohio	28	9.3 1.7 7.9
Indiana	20	8.0 1.3 7.0
Illinois	17	7.1 1.1 5.9
Michigan	26	3.3 1.5 4.0
Wisconsin	36	1.3 1.2 1.1
Minnesota	29	19.7 22.8 16.9
Iowa	26	4.3 4.1 3.3
Missouri	17	6.7 3.8 5.1
North Dakota	19	15.0 30.2 19.7
South Dakota	27	9.2 13.1 9.8
Nebraska	22	13.7 13.3 11.8
Kansas	12	10.4 16.6 12.9
Kentucky	13	1.3 0.8 1.5
Tennessee	16	1.3 1.3 1.5
Texas	10	1.4 1.3 0.9
Oklahoma	8	1.4 2.6 2.3
Washington	12	6.4 7.5 5.9
Oregon	11	1.7 2.7 2.2
United States	19.9	151.8 156.5 149.0

Corn.

Corn on farms was 866,392,000 bus., 35.4% of the 1913 crop, compared with 1,289,655,000 bus. or 41.3% of the 1912 crop on farms Mar. 1, 1913, and 884,069,000 bus., or 34.9% of the 1911 crop on farms Mar. 1, 1912. About 17.2% of the crop will be shipped out of the counties where grown, compared with 21.8% of the 1912 crop and 20.5% of the 1911 crop. About 80.1% of the 1913 crop was merchantable, compared with 85% of the 1912 crop and 80.1% of the 1911 crop.

	% of 1913 crop.	Amount on farms. Millions of bus. Mar. 1, 1913, 5-yr. 1914, 1913, aver.
Pennsylvania	38	21.7 24.0 20.6
Ohio	37	54.1 76.7 60.1
Indiana	37	65.3 87.7 72.0
Illinois	36	101.6 191.8 157.8
Michigan	32	18.0 21.0 18.9
Wisconsin	37	24.7 20.4 17.1
Minnesota	35	33.6 32.8 23.6
Iowa	37	125.2 194.4 147.0
Missouri	29	28.4 97.6 81.1
N. Dakota	20	2.2 1.8 1.1
S. Dakota	31	20.9 27.5 18.7
Nebraska	24	27.4 73.0 75.3
Kansas	6	1.4 62.7 53.9
Kentucky	34	25.4 45.9 37.0
Tennessee	49	28.9 40.6 35.5
Texas	30	49.0 52.1 39.8
Oklahoma	18	9.4 31.6 24.9
Washington	15	0.2 0.2 0.1
Oregon	13	0.1 0.1 0.1
United States	35.4	866.4 1,289.7 1,072.9

Oats.

Oats on farms Mar. 1 totaled 419,476,000 bus. or 37.4% of the 1913 crop, compared with 604,216,000 bus. or 42.6% of the 1912 crop on farms Mar. 1, 1913, and 289,988,000 bus. or 31.4% of the 1911 crop on farms Mar. 1, 1912. About 26.5% of the crop will be shipped out of the counties where grown, compared with 30.9% of the 1912 crop and 28.8% of the 1911 crop.

	% of 1913 crop.	Amount on farms. Millions of bus. Mar. 1, 1913, 5-yr. 1914, 1913, aver.
New York	43	18.4 15.8 15.9
Pennsylvania	42	15.0 15.3 13.0
Ohio	36	19.6 38.3 22.8
Indiana	29	10.6 28.7 17.3
Illinois	37	58.5 74.9 50.2
Michigan	39	17.6 21.8 17.5
Wisconsin	45	37.4 41.5 31.7
Minnesota	44	49.5 57.8 34.2
Iowa	40	67.4 102.4 63.2
Missouri	28	7.4 13.7 9.7
N. Dakota	47	27.2 55.3 25.2
S. Dakota	43	18.1 27.2 14.3
Nebraska	38	22.6 24.4 22.1
Kansas	23	7.9 21.4 13.5
Montana	46	10.0 11.4 6.5
Idaho	32	4.3 6.5 3.8
California	15	1.0 1.1 0.9
United States	37.4	419.5 604.2 396.2

Barley.

Barley on farms Mar. 1 was 44,126,000 bus. or 24.8% of the 1913 crop, compared with 62,283,000 bus. or 27.8% of the 1912 crop on farms Mar. 1, 1913, and 24,760,000 bus. or 15.5% of the 1911 crop on farms Mar. 1, 1912. About 48.4% will be shipped out of the counties where grown, against 53.7% of the 1912 crop and 57.2% of the 1911 crop.

	% of crop.	Amount on farms. Millions of bus.	1913 Mar. 1, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905, 1904, 1903, 1902, 1901, 1900, 1899, 1898, 1897, 1896, 1895, 1894, 1893, 1892, 1891, 1890, 1889, 1888, 1887, 1886, 1885, 1884, 1883, 1882, 1881, 1880, 1879, 1878, 1877, 1876, 1875, 1874, 1873, 1872, 1871, 1870, 1869, 1868, 1867, 1866, 1865, 1864, 1863, 1862, 1861, 1860, 1859, 1858, 1857, 1856, 1855, 1854, 1853, 1852, 1851, 1850, 1849, 1848, 1847, 1846, 1845, 1844, 1843, 1842, 1841, 1840, 1839, 1838, 1837, 1836, 1835, 1834, 1833, 1832, 1831, 1830, 1829, 1828, 1827, 1826, 1825, 1824, 1823, 1822, 1821, 1820, 1819, 1818, 1817, 1816, 1815, 1814, 1813, 1812, 1811, 1810, 1809, 1808, 1807, 1806, 1805, 1804, 1803, 1802, 1801, 1800, 1799, 1798, 1797, 1796, 1795, 1794, 1793, 1792, 1791, 1790, 1789, 1788, 1787, 1786, 1785, 1784, 1783, 1782, 1781, 1780, 1779, 1778, 1777, 1776, 1775, 1774, 1773, 1772, 1771, 1770, 1769, 1768, 1767, 1766, 1765, 1764, 1763, 1762, 1761, 1760, 1759, 1758, 1757, 1756, 1755, 1754, 1753, 1752, 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0.	1914	1913	1912	1911	1910	1909	1908	1907	1906	1905	1904	1903	1902	1901	1900	1899	1898	1897	1896	1895	1894	1893	1892	1891	1890	1889	1888	1887	1886	1885	1884	1883	1882	1881	1880	1879	1878	1877	1876	1875	1874	1873	1872	1871	1870	1869	1868	1867	1866	1865	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735
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Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Winnipeg, Man., Feb. 23.—Wheat inspected to date in Manitoba, Saskatchewan and Alberta, 121,390,000 bus.; in transit not inspected, 460,000 bus.; in store at country points, 21,700,000 bus.; required for seed, feed and country mills, 30,000,000 bus.; in farmers' hands to market, 11,000,000 bus.; total crop, 184,550,000 bus. Oats inspected to date, 47,346,000 bus.; in store at country points, 8,300,000 bus.; in farmers' hands to market, 12,000,000 bus. Barley inspected to date, 12,619,500 bus.; in store at country points, 575,000 bus.; in farmers' hands to market, 3,000,000 bus. Flax inspected to date, 10,043,000 bus.; in store at country points, 1,475,000 bus.; in farmers' hands to market, 1,750,000 bus.—Frank O. Fowler, Sec'y Northwest Grain Dealers Ass'n.

ILLINOIS.

Decatur, Ill., Mar. 9.—No grain moving account poor roads; about 40% corn and 25% oats left in farmers hands. Elvtr. stocks generally light.—F. P. Smith & Co.

Ivesdale, Ill., Feb. 28.—The elvtrs. here are filled with grain and grain men are clamoring loudly for cars. The Wabash Ry. Co. is reported to have failed to set out any cars for a week. Farmers are waiting to deliver grain.—C. I. G.

Decatur, Ill., March 9.—Elevator stocks of corn very small, nothing moving from farmers hands, and movement probably will be small until after spring work has been completed. Dealers firm on cribbed corn. Moderate stocks of oats but few selling at prevailing track bids.—Conley Quigley & Co.

INDIANA.

Elnora, Ind., Mar. 3.—Some corn moving.—John Caress, mgr. Lemon Mfg. Co.

Kouts, Ind., Feb. 26.—Wheat and oats nearly all delivered; considerable corn back yet.—J. J. Overmeyer.

Evansville, Ind., Feb. 28.—A shipment of Argentine corn will arrive at Evansville early in March. On account of the shortage in the Indiana crop, particularly in southern Indiana, considerably more Argentine corn will probably be purchased.—H.

Indianapolis, Ind.—The Board of Trade inspections for the week ending Mar. 7, also stocks on hand, are as follows: Wheat, 136,086 bus.; corn, 651,687 bus., and oats, 89,948 bus., compared with 343,218 bus. of wheat, 598,908 bus. of corn and 153,042 bus. of oats for the week ending Mar. 1, 1913.

IOWA.

Watkins, Ia., Mar. 4.—Little grain moving due to light crop last season; oats principal grain marketed.—Watkins Grain Co.

Struble, Ia., Mar. 5.—Not much grain moving last few months; have had an open winter.—Chas. A. Huck, agt. Atlas Elvtr. Co.

MICHIGAN.

Lansing, Mich., Mar. 7.—Total number of bus. of wheat marketed during February, 318,553; estimated total number of bus. marketed August to February, 5,000,000; 69 elvtrs., mills and grain dealers report no wheat marketed during the month.—Fredrick C. Martindale, sec'y of state.

NEBRASKA.

Edgar, Neb., Feb. 24.—Shipping in corn for feed this year.—A. D. Skinner, mgr. Farmers Commercial Ass'n.

NORTH DAKOTA.

Olanta sta. (Golden Valley p. o.), N. D., Feb. 28.—Grain still moving pretty lively here.—Chas. E. Mutschler, agt. Occident Elvtr. Co.

OHIO.

North Baltimore, O., Mar. 3.—About 25% corn and oats in farmers hands.—Fred Kalmbach.

SOUTH DAKOTA.

Goodwin, S. D., Mar. 6.—Grain pretty well marketed; not over 5% left in farmers hands.—H. E. Rohweder.

A carload of Argentine corn is reported to be on the way from New York to Chicago.

Flaxseed Movement.

Receipts and shipments of flaxseed at the various markets during February, as compared with February, 1913, were in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Mpls. ...	478,380	1,246,480	31,910	199,000
Duluth ..	74,182	1,132,219	51,692	81,726
Kan. City ..	1,000	.....	.....	.....
Totals ..	553,562	2,378,699	83,602	280,726

February Corn Movement.

Receipts and shipments of corn at the various markets during February, as compared with February, 1913, were in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Chicago ..	8,401,000	21,454,000	3,327,000	14,430,000
Omaha ..	3,915,600	2,326,800	3,692,700	1,871,100
Kan. City ..	2,626,250	1,701,250	1,728,750	923,500
Indpls. ...	1,991,000	2,000,000	322,500	410,000
St. Louis ..	1,699,200	2,526,000	802,440	1,805,930
Louisville ..	1,263,390	1,606,235	688,795	753,695
Mpls. ...	1,005,870	690,430	891,740	637,220
Cincinnati ..	926,721	970,562	386,350	455,608
Galveston. *	407,503	.....	.....	.....
Baltimore ..	285,467	7,324,076	44,788	6,792,154
Wichita ..	200,400	458,400	94,000	37,900
N. Orleans ..	.....	.....	\$95,400	\$1,109,705
Duluth ..	23,096	19,903	.....	.....
San Fran. ..	4,036	24,360	.....	.....
Totals ..	22,749,533	41,158,416	12,144,472	29,226,812

†Figures not available. ‡Exports. *Imported from Argentina.

February Oats Movement.

Receipts and shipments of oats at the various markets during February, as compared with February, 1913, were in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Chicago ..	6,594,000	9,063,000	5,697,000	6,565,000
St. Louis ..	1,657,500	2,395,300	1,502,000	1,375,150
Mpls. ...	1,069,640	1,282,670	1,694,640	1,242,520
Omaha ..	1,020,000	1,582,700	1,255,500	1,179,000
Kan. City ..	727,690	697,000	787,100	576,600
Louisville ..	489,510	617,220	470,610	483,825
Cincinnati ..	352,810	863,978	337,786	738,652
Indpls. ...	226,500	499,500	147,000	214,500
Baltimore ..	156,876	642,585	2,120	809,982
Duluth ..	130,014	398,050	59,882	66,717
San Fran. ..	92,063	89,063	.....	.....
Wichita ..	79,500	19,500	65,000	13,000
N. Orleans ..	.....	.....	\$2,320	\$37,312
Totals ..	12,596,010	18,150,366	12,021,198	13,307,258

†Figures not available. ‡Exports.

Exports of Breadstuffs.

Exports of breadstuffs during January, 1914, and 1913, and during the seven months ended Jan. 31, 1914, compared with the corresponding periods of 1913-14, according to A. H. Baldwin, Chief of the United States Bureau of Foreign and Domestic Commerce, were in bushels as follows:

	Seven Months Ended		Seven Months Ended	
	Jan. 1914.	Jan. 1913.	Jan. 1914.	Jan. 1913.
Wheat ..	4,985,148	8,437,296	67,671,124	63,224,241
*Wheat ..	1,030,317	1,109,678	7,533,424	6,746,036
Flour ..	1,103,865	11,201,589	4,847,612	18,562,394
Corn ..	25,094	2,039,809	678,176	30,834,945
Oats ..	141,324	133,311	74,483	906,076
Rye ..	847,439	2,978,156	4,167,279	10,974,257
Barley ..	.....	.....	.....	.....

*Barrels.

The total value of all breadstuffs exported during January, 1914, was \$10,974,641, during January, 1913, \$22,549,992; and for the seven months ended Jan. 31, 1914, \$106,375,949; compared with \$125,047,249 for the same period ended Jan. 31, 1913.

Rye Movement—February.

Receipts and shipments of rye at the various markets during February, as compared with February, 1913, were in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Mpls. ...	257,220	339,410	137,850	247,980
Chicago ..	233,000	230,000	152,000	161,000
Baltimore ..	166,336	80,048	107,037	34,286
Louisville ..	106,000	170,500	69,835	79,740
Cincinnati ..	56,000	78,215	9,588	37,868
Kan. City ..	13,200	18,700	5,590	6,690
Duluth ..	9,874	23,082	8,821	43,634
Omaha ..	8,000	22,000	9,000	21,000
St. Louis ..	2,200	17,600	13,710	20,430
Totals ..	851,830	979,555	513,341	652,538

Barley Movement—February.

Receipts and shipments of barley during February at the various markets, as compared with February, 1913, were in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Chicago ..	2,015,000	3,398,000	546,000	1,565,000
Mpls. ...	1,691,500	2,281,620	1,476,500	3,102,700
San Fran. ..	278,165	390,200	.....	.....
St. Louis ..	212,800	225,600	22,180	.....
Duluth ..	58,457	408,480	71,676	172,654
Cincinnati ..	37,100	105,148	84	132,747
Omaha ..	26,000	60,200	1,000	5,000
Louisville ..	23,900	51,700	1,100	.....
Kan. City ..	21,000	11,200	1,400	5,600
Baltimore ..	2,427	412	.....	.....
Totals ..	4,366,349	6,932,560	2,119,940	4,983,701

February Wheat Movement.

Receipts and shipments of wheat at the various markets during February, as compared with February, 1913, were in bushels as follows:

	RECEIPTS.		SHIPMENTS.	
	1914.	1913.	1914.	1913.
Min'p'l's ..	8,754,330	8,346,960	1,887,970	2,404,600
Chicago ..	3,314,000	2,652,000	1,780,000	1,903,000
St. Louis ..	1,462,183	3,410,400	1,593,950	2,260,980
Kan. City ..	1,642,800	1,950,000	1,540,800	1,766,400
Omaha ..	1,252,800	1,558,800	1,214,400	1,401,600
N. Orleans ..	.....	.....	\$1,134,200	\$901,000
Baltimore ..	750,422	462,839	993,233	735,427
Wichita ..	720,800	1,208,000	360,800	71,600
Duluth ..	612,043	3,382,779	54,067	183,351
San Fran. ..	499,220	532,500	.....	.....
Galveston ..	.....	.....	.....	.....
Louisville ..	214,990	496,100	22,200	30,671
Cincinnati ..	182,309	125,254	141,685	29,699
Indianapolis ..	31,500	73,500	11,000	10,500
Totals ..	19,437,397	24,199,132	11,030,305	12,298,738

*Figures not available. ‡Exported.

Imports and Exports of Grain.

Imports and exports of domestic grain and exports of foreign grain from the United States during December, 1913, as compared with December, 1912, and for the year 1913 compared with 1912, as reported by O. P. Austin of the United States Bureau of Statistics, were in bushels as follows:

	IMPORTS.		EXPORTS.	
	Dec., 1913.	Dec., 1912.	1913.	1912.
Wheat ..	149,304	151,616	783,481	2,349,069
Corn ..	2,343,444	637	5,005,328	913,448
Oats ..	5,577,056	8,984	13,308,581	3,263,179
*Rice ..	29,839,890	12,252,096	250,314,314	202,073,049
Beans ..	217,353	121,352	1,001,753	1,227,817
Peas ..	179,403	107,925	756,022	1,091,344
	EXPORTS.		EXPORTS OF FOREIGN GRAIN.	
	1913.	1912.	1913.	1912.
Wheat ..	5,726,831	9,490,101	99,508,968	61,654,523
Corn ..	772,797	3,274,070	45,286,759	30,979,900
Oats ..	38,507	5,625,993	5,274,623	30,374,332
Barley ..	360,617	2,062,249	12,782,267	8,194,936
B'wheat ..	.....	47	1,469	319
Rye ..	15,619	102,346	1,905,429	474,063
*Rice ..	762,814	4,184,706	31,959,659	23,350,138
Beans & Peas ..	26,081	50,932	339,511	349,219
	EXPORTS OF FOREIGN GRAIN.		EXPORTS OF FOREIGN GRAIN.	
	1913.	1912.	1913.	1912.
Wheat ..	23,987	1,298	98,087	65,442
Corn ..	1,270	.....	22,854	14,380
Oats ..	1,250	.....	4,000	7,750
*Rice ..	884,371	708,800	13,028,510	13,147,587
Beans ..	914	4,523	26,334	46,053
Peas ..	10,013	44,060	245,110	287,292

*In pounds. Includes cleaned, uncleaned and broken rice, rice flour, meal, bran and polish.

THE LEGISLATIVE Com'te of the Grain Dealers National Ass'n met at Chicago Mar. 6 to discuss the general legislative situation. All members of the com'te except H. S. Grimes were present.

WEIGHING GRAIN.

[From paper by Weighmaster H. A. Foss of the Chicago Board of Trade Weighing Dept.]

The department of weights of the Board of Trade of the City of Chicago was organized as a medium of settlement between the buyers and sellers of grain and seed. Its purpose is to furnish weights that are independent of the interests of either party, and to aid in equitable adjustments of disputes, insofar as accurate weights are concerned. The department consists of a Weighmaster and a force of men, experienced in weighing, organized into Deputy Weighmen, Supervisors, Scale Inspectors, Investigators, Office Clerks, and a Special Agent whose duty it is to give special protection to cars stored in railroad yards.

During 1913 the department weighed 351,242 carloads of bulk grain, 63,556,312 bushels of grain to and from vessels and river barges, and 92,172 sacks of seed, or a grand total of approximately 545,559,718 bushels of grain.

Car inspection records of the Dept for the year show that 30,282, or 14.4% of the inbound cars, weighed by the department, arrived at their respective unloading points leaking grain.

903 scales were tested during the year by the department, 141 of which were at country shipping points. Of the 141 scales tested at interior points, 84, or approximately 59½%, were found weighing incorrectly.

Stealing: The efforts of the Department to prevent stealing of grain from cars in railroad yards resulted in 81 arrests; of these 19 were fined, 4 were sent to the John Worthy School, 22 boys and 18 men were paroled to Juvenile Officers and others, and 18 were discharged.

Inasmuch as primarily the amount which can be weighed out of a given car at destination depends on what the shipper has done before the car begins to move, it is extremely important to consider

The shipper's opportunities: First, he must arrange for a car, and frequently there is very little choice in condition of cars offered. Next, it is his duty suitably to prepare that car. Thereupon the car is loaded, and a certain amount of grain charged to the car, an amount arrived at either by weighing or estimating. Finally, he should provide for proper sealing of the car.

A suitable car has been defined as one that can be made grain-tight with the application of the available coopeage material supplied by the carrier. In cases where shippers feel obliged, owing to the shortage of equipment, to load cars of doubtful character, they should, for their own protection, file written complaint with the carrier's local agent. Right here it would be appropriate to exhibit a few photographs illustrating conditions that make cars unsafe for carrying bulk grain.

I would call a car in the condition shown in this picture a sure "leaker," unless the entire end had been lined on the inside with heavy paper or burlap, the lining extending from above the level of the grain and overlapping the floor six or eight inches. The temporary repairs shown in this photograph are uncertain and unsatisfactory. It also would be appropriate to remark that during 1913 21.8% of the entire leakage found by the Chicago Board of Trade Weighing Department was at the ends of cars.

The car shown in my next picture should never have been loaded with grain. A car in such condition is not a safe grain carrier, even when lined on the inside, for the reason that the corner post is broken out at the bottom, and if such a car should be roughly handled in transit, there would be great liability of the corner post breaking out to such an extent that any inside lining would be ineffective.

My next picture shows a car leaking grain on account of the side sheathing boards having torn loose from the side sill. The remedy in cases of this sort is to securely nail the sheathings to the side sills with cement coated nails. A lining of paper or burlap, too, on the inside of the car will help prevent leakage, altho, if the belt rails are not grain-tight, grain will lodge behind the linings in spite of the paper or burlap covering, and will leak out of the car if the sheathings become loose. In this connection, I would state that 21.9% of all the leakage found by the Weighing Department during 1913 was at the sides of cars, and most of this leakage was due to loose and defective side sheathings.

Grain doors: The effective application of grain door material, of suitable length, is of much importance in preventing leakage. If the grain door material is not long

enough to provide for sufficient lap at the door posts, any bulging is liable to displace a door, thereby allowing one end of the door to slip past the door post, causing what is frequently termed a "shifted" grain door. I have here a picture of a car showing a grain door that has slipped past the door post, on account of the bulging of the door. As you will see by the picture, to prevent further leakage someone has placed patches of burlap around the edges of the outside car door. Here is another picture of the same car, taken from the inside, showing the depression in the grain. Fortunately, in this case, the grain was hot, so that it did not run freely, otherwise the loss would have been much greater than it was.

I have here another picture of a car in which spikes were used to prevent the grain doors shifting. In regard to the need of nailing doors to the door posts to prevent the shifting of doors, I may state that many shippers over-estimate the necessity for nailing doors to the door posts, and in consequence use more and larger nails than required to hold the doors in place, even "spiking" the doors, as shown in this picture. The unnecessary nailing or spiking of grain doors to the door posts causes trouble and delay for the man who unloads the grain, causes the destruction of the grain door material at the unloading point, and frequently results in damage to the door posts, thereby putting such cars out of commission while they are at the repair tracks. As a matter of fact, the pressure of the grain in a car is almost sufficient to hold the grain doors in place, the primary function of the nails being to insure tight joints between the doors and the door posts. Two, three or four 8- or 12-penny nails, in each end of each door, according to the size and condition of the doors, and the thickness of the nailing space, are ample to hold the doors in place.

I have here a picture of a car showing a patent door equipped with a supplemental grain-release door, all of which was made and installed at considerable expense. The purpose of the cooping of the car at the point of loading, and to enable the terminal elevator man to release the grain without loss of time or destruction of the door. And yet, regardless of these expensive devices, the shipper nailed boards on the inside over the supplemental door, and, in consequence, when the terminal elevator man raised the supplemental door to release the grain, the grain would not run out. Moreover, altho the door had mechanism to hold it in place, the shipper had spiked the door to the door posts, so that the door could not be raised. The result was that the unloader was compelled to use a fire axe to release the grain, thereby destroying the door.

Construction of cars: In the past, the builders and designers of cars, for reasons unknown to me, have invariably constructed box cars, suitable for carrying grain, with the braces on the inside, the outside being covered with a rain-proof sheathing. There is also an inside lining in cars of this type, the purpose of the lining being to take the strain off the sheathings. However, as I have said before, grain often leaks behind such inside linings, and when the outside sheathings become loose, which they very frequently do, grain leaks out of the car. Of such types of car, I consider the one with the upper frame constructed entirely of steel, far the best. I am pleased to say that carriers are getting away from this type of construction, and are building cars as you and I would build our coal bins, that is, with the braces on the outside, as shown in this photograph. I consider cars of this type much the best from a grain handling point of view.



Round-bin Concrete Elevator of the Colorado Milling & Elevator Co. at McClave, Colo.

My next picture will show one of the reasons for the prevailing leakage, and why there are so many defective grain cars. It is a picture of a "gravity" track, used to facilitate the sorting of cars in trains, and to save power and time in switching.

Another cause of frequent shortage is the stealing of grain from cars stored in railroad yards.

Having selected a suitable car and properly prepared it for grain, it is now the shipper's duty to load the car, and to know the weight of the grain he has loaded. A shipper who desires to record accurate weights against cars loaded by him, must use a reliable weighing machine, and use it correctly. A good machine and applied common sense are the chief factors here.

A ROUND-BIN COLORADO Country House.

The elevator of the Colorado Milling and Elevator Co. shown in the accompanying illustration consists of four circular concrete bins of 100,000 bus. capacity. The bins are spaced a considerable distance apart to provide room for the elevating and working machinery in the middle of the structure. The cupola is 12 ft. by 20 ft. and 24 ft. high. In addition to the storage bins, there are four working bins. A lean-to housing the dump sinks and a combined office building and engine house complete the plant.

The elevator is built entirely of reinforced concrete; and the two buildings are of galvanized iron covered with prepared roofing. The plant is thus absolutely fireproof.

The elevator shown in the illustration is located at McClave, Colo., a duplicate of it being located at May Valley, Colo. It was built last summer for the Colorado Milling & Elevator Co. by the Finton Construction Co.

RURAL CREDITS will be discussed at the Second National Conference on Marketing and Farm Credits, to be held Apr. 14, 15 and 16 at the Hotel Sherman, Chicago, Ill.

I ALWAYS look forward to the Grain Dealers Journal's arrival and anticipate much pleasure in its reading.—C. E. Thorstenson, agt. Northwestern Elvtr. Co., Ashby, Minn.

GOVERNMENT STANDARDS for Corn Grades.

[From a paper by E. G. Boerner of the Office of Grain Standardization, U. S. Department of Agriculture.]

The U. S. Department of Agriculture has recently adopted standards for commercial grading of corn. These grades become effective July 1, 1914. The grades as adopted were based on data that the Office of Grain Standardization has been collecting for the past seven years. They are the result of extensive investigations and experiments having to do with the handling, storing, transportation, and grading of corn on the farm, at country and terminal markets, and railroad and ocean transportation. That is, we have studied the corn all the way from the farm to its final destination.

Experiments were made to determine what kind of corn would withstand deterioration, and the natural shrinkage and the proportion of shrinkage under varying conditions of storage and transportation. Other investigations were made of the numerous grades now in force, the uniformity with which the grading is done, and of the actual value of various kinds of corn.

The results obtained in these investigations gave the Department data upon which the Federal grades are based. If the grades were applied uniformly all over the country, every shipper could determine for himself what grade to expect, and ship to the market offering the best inducements. Also, every buyer could bid for any grade he desired and feel confident that wherever he bought, he would get what he bought. No honest man wants more for his corn than it is worth when he is selling any more than any honest man wants something of less value to him than what he bargains for when he buys.

The important factors determining the government grades are all on a definite basis so that it will not leave much question in the mind of either the buyer or seller as to whether he got what he bargained for or not. In the U. S. Grades, the moisture content of the corn can be regulated somewhat on the farm by growing varieties which mature early and by proper cribbing.

The highest yield in the country this year was 232 bushels per measured acre. This corn was grown in Alabama. We do not have a record of its moisture content. The highest yield of which we do have a moisture record was 214.9 bushels, which was grown in Mississippi. This tested 15.2% in moisture. The highest yield grown in the north was 136.7 bushels with a moisture content of 14.3%. This corn was grown in Iowa.

The terminal markets nowadays have excellent facilities for taking out the excess water. The factor of damaged corn is largely a question of harvesting and shelling. The cob-rot ears can be harvested into a separate compartment in the wagon or picked out when the corn is shelled. Once corn is shelled, it is impossible to separate the damaged kernels. The dirt, and finely broken corn can be eliminated by "blowing" and screening the corn, the size of the sieves being specified. This factor can be regulated anywhere that the corn is handled, as can also the factor of "cracked" corn.

Each of the four factors mentioned are very important. Moisture content gives a measure of intrinsic value, it also influences more than anything else the spoilage and shrinkage of corn.

Damaged corn is inferior corn, it has a lower feeding value than sound corn, it is the first corn in a mixture to start heating and mold growth and is undesirable in many ways.

Dirt, finely broken corn and foreign matter is undesirable because it prevents ventilation, induces fermentation and mold growth and contributes to natural and artificial shrinkage.

Cracked corn is undesirable for the same reason as dirt, etc., and is discriminated against on the market.

COMPARATIVE VALUES U. S. GRADES ON A DRY MATTER BASIS.—To the final consumer of corn, the feeder, distiller, or manufacturer of corn products, the dry matter that it contains is the only part of the corn that is of any value. The moisture limits are considerably closer in the U. S. grades than they are in the present grades in force in the various markets and yet they are still far enough apart to make the intrinsic worth of each grade quite an item, as is shown in Table I. If a bushel of No. 4 corn U. S. grades is worth 60 cents, then a car containing 1,000 bus. would be worth \$600. It contains 45,080 pounds of dry matter and 10,920 pounds of water if it tests the maximum moisture allowed. Each one per cent of dry matter would be worth .74534 cents per bushel.

It works out that the dry matter in a car of No. 3 corn is worth \$14.90 more, No. 2 corn \$29.81 more, and No. 1 corn \$40.99 more than No. 4 corn, while in No. 5 corn the dry matter is worth \$10.91 less and in No. 6 corn it is worth \$26.09 less than No. 4 corn. No. 6 corn contains 5,040 pounds more moisture than No. 1 and it is worth \$67.08 less in economic worth for immediate consumption. The water in the corn has no value, at least, no greater value than well water would have and anyone wanting corn in a succulent state, as for instance a feeder of live stock, can add as much water as he needs.

It will be noted that the greatest difference in the value between any two U. S. grades is \$14.90 per car, while the difference between No. 2 and No. 3 and also between No. 3 and No. 4 in the uniform grades on the same basis would be \$22.36, and it can readily be seen that the seller should not receive as great a discount when his car of corn just misses grading No. 2, No. 3 or No. 4 under the U. S. grades, as he ought to get if it just misses No. 2 or No. 3 under the uniform grades.

MOISTURE IN CORN; MARKET INSPECTION.

The greatest percentage of the commercial corn is marketed during the winter months, as is seen in Table 2, and the corn in every grade contained considerably more moisture during these months than during the summer months.

DAMAGED CORN (OTHER THAN HEAT)
In the U. S. grades the maximum percentages for cob-rotten corn in grades Nos. 1 to 6 are 2, 4, 6, 8, 10 and 15 per cent. In grade No. 4 one-half of one per cent of the damage may consist of heat damage. No. 5 may contain 1 per cent and No. 6 may contain 3 per cent of heat damage.

In our investigations of market grading, the average per cent of damaged corn other than heat fell below 5 per cent and 10 per cent, the maximum amounts allowed in the uniform grades, in every month but one. In August the average for No. 2 corn was 5.6 per cent. But a considerable percentage of the corn in each of these grades contained more damaged corn than the uniform grades allow. In a general way more of the corn exceeded these grade limits during the summer months than during the winter months. This was particularly true in the No. 3 corn.

SEEDS, DIRT, FOREIGN MATERIAL AND FINELY BROKEN CORN.

In the U. S. Grades Nos. 1 and 2, the limit for Seeds, Dirt, and Foreign Material and Finely Broken Corn is placed at 1 per cent. In our investigations the averages for No. 2 Corn present market inspections fall under 1 per cent in every month, altho the maximum percentages found were considerably higher than that. The highest amounts found were 7.5 per cent in December. Amounts in excess of 2 per cent, the limit in uniform rules for No. 2 Corn, were found in every month, ranging from 1.3 per cent of the samples in March to 8.5 per cent of the samples in September and December.

In the U. S. Grades, Nos. 3 and 4, the limits for Seeds, Dirt, foreign material, and finely broken corn is placed at 2 per cent. The present No. 3 corn averaged under 2 per cent dirt, etc., in every month. Here again we find some samples exceeded the

uniform grade limit for No. 3 corn in every month, the excess ranging from .5 per cent of the samples in September to 2.9 per cent of the samples in March, the individual sample showing the highest percentage tested 25.2 per cent dirt, etc., in April.

The drying out of the corn and its ability to withstand deterioration depends very much on how it is stored. New corn stored in open rail cribs, or cribs with poor, leaky roofs, or cribs that are too wide to give good ventilation is much more subject to heating and mold growth than when it is properly stored. The way in which it is stored influences to a considerable extent the grade it will receive when it reaches the terminal market. Every farmer takes a certain pride in the condition of his farm and everything on it, but most farmers in the corn belt have little praise coming to them for the way they store their corn after it is harvested. However, it is scarcely fair to criticize him for it so long as the buyer of corn puts a premium on the poor methods he uses by paying the same price for all corn marketed.

Enormous amounts of corn spoil by heating every year before it is finally consumed and much of the cause for this spoilage is directly attributable to the way it is handled on the farm before it gets to the elevator. If corn were bot on its merits and if the farmer were paid what it is intrinsically worth, the premium he would get for the higher grades that he could market, added to his pride in marketing good corn, would soon result in his marketing corn of better quality and condition.

Storing corn in open or poorly ventilated cribs not only often results in having the corn get hot but frequently results in the development of molds which not only lower the grade, but loss of stock is frequently reported when fed moldy corn. The loss of live stock is very severe in some sections this year. Also, cob rotten corn which is mostly a result from molds injures the feeding value of the corn. A series of tests that our office carried on in co-operation with the Bureau of Animal Industry showed that in every instance those animals which were fed cob-rotten corn gained less than those which were fed sound corn.

In each case, the good corn produced the most gain in weight. Of the damaged corn, the cob-rotten corn produced less gain than the slightly heat damaged, but more gain than the badly heat damaged corn. The difference in the gain when fed good corn and damaged corn was very decided with each of these three classes of animals.

ACIDITY OF CORN.
The test for acidity is a test for soundness. All corn contains some acid. As corn ages or deteriorates acid develops. Water can be taken out of commercial corn but acid cannot be removed. A test of 30 c.c. of acid is generally considered the maximum limit for sound corn that should be used for human food.

Knowing the acid test, together with the moisture content of the corn, and also the condition under which the corn is to be stored, shipped, or exported, one can tell fairly well how the corn is going to act.

COULD NOT run an elevator without the Grain Dealers Journal.—J. C. Batchelor, Sharpsville, Ind.

I CANNOT be without the Grain Dealers journal in my business.—Chas. A. Huck, agt. Atlas Elvtr. Co., Struble, Ia.

THE SOUTHERN Illinois & St. Louis Ry. Co. will build a railroad from Harrisburg, Ill., to Marion and to Benton, with a branch to Herrin, Ill.

JAPAN'S rice crop last year, according to official figures, was 251,024,100 bus., compared with 250,986,989 bus. in 1912 and 258,487,884 bus. in 1911.

CANADA will have two new railroads, one running 800 miles from Winnipeg, Man., to Edmonton, Alta., and the other from Saskatoon, Sask., to Pas, Man.

THE GRAIN DEALERS Journal is a good paper; and every man in the grain business should have it. It is a great help to me.—O. H. Hoveland, Leal, N. D.

THE COLORADO, Kansas & Oklahoma Railroad will extend its line from Garden City, Kan., south to Scott City. At Forgan, Okla., it will connect with an extension to be built by the Wichita Falls & Northwestern.

Table I.—Comparative Values of One Car of Corn (1,000 bushels) on a Dry Matter Basis.
Based on 60 cents for No. 4 Corn, U. S. Grades.

U. S. Grade	Maximum Moisture Limit Per cent	Dry Matter Pounds	Water Pounds	Comparative Values (a)	Value greater (+) or less (—) than No. 4 Corn (a)
1	14.0	48,160	7,840	\$640.99	\$+40.99
2	15.5	47,320	8,680	629.81	+29.81
3	17.5	46,200	9,800	614.90	+14.90
4	19.5	45,080	10,920	600.00	0
5	21.5	43,960	12,040	589.09	—10.91
6	23.0	43,120	12,880	573.91	—26.09

(a)—Moving the decimal point one place to the left, gives the values in cents per bushel.

Note: Each 1 per cent of Dry Matter is worth .74534 cents per bushel.

CONGRESSMEN ATTACK Shipping Trust.

Working agreements among steamship companies on the ocean and a railroad monopoly of steamship companies on the Great Lakes have robbed the shipper and consumer of millions of dollars in extortionate freight rates, according to the report of the com'te on merchant marine and fisheries, submitted to the House of Representatives Mar. 2.

The com'te found that the railroads control three-fourths of all the traffic on the Great Lakes. By charging an excessively high rate for the rail haul from the eastern end of the lakes to the Atlantic Coast, they have left very little for the independent steamship company for its water haul. In this way they have driven out practically all competition and have also diverted a large amount of traffic from water lines to their rail lines west of Buffalo.

To restore free competition on the Great Lakes, the com'te recommends that the Interstate Commerce Commission be given jurisdiction over water and lake-and-rail rates and over all traffic agreements or pools between steamship companies and between steamship companies and railroads; also that the railroads be forced to make their terminal facilities available to all steamship companies on equal terms. It would also prohibit carriers from charging more, proportionately, for their share of the lake-and-rail haul than they do on all-rail business, and would prohibit railroads acquiring ownership or control of steamship companies.

The com'te refers to the railroads' monopoly of the grain traffic as follows:

The railroads are depriving the American public of the advantages for cheap transportation offered by the Great Lakes. They have forced shippers to pay an enormous amount in excess freight charges. They have so completely throttled all competition on the Great Lakes that last year less than one-sixth of the grain moving east from Chicago was shipped by water. Had there been free competition between steamers and railroads, the bulk of this business would have moved at much lower rates via water; and millions of dollars would have been saved to the producers and con-

sumers of grain. In its report the com'te stated:

The railroads began the attempt in 1908 to secure control of the large grain movement to the east via the lakes, a traffic handled largely by tramp steamers which seek to make their rates from port-to-port without reference to rail transportation. The policy of the railroads in this respect is to charge more for the local haul from Buffalo to the seaboard on grain that is taken to Buffalo by boat, than the proportionate share of the all-rail haul from Chicago to the seaboard. The effect of this policy is twofold, viz. (1) to divert the movement of grain from the lakes to the railroads and (2) to make the local rate between Buffalo and the eastern destination so high as to leave little to the independent water carrier for its local lake haul after paying the rate for the local rail haul.

William M. Hopkins, formerly manager of the transportation dept. of the Chicago board of trade, testified before the com'te as follows: "The railroads have thru lake-and-rail rates for package freight, and obtain the same proportion for the haul from Buffalo to the East on lake-and-rail traffic as they do on all-rail traffic. But in the case of grain, we have no thru tariffs at all. The railroads have what they call an ex-lake rate, i. e., a rate on property coming off the lakes which refers particularly to grain; and that ex-lake rate is materially higher than their proportion of the all-rail grain rate that they earn easterly from Buffalo."

The oats rate from Chicago to Buffalo by tramp steamer is approximately 3c per 100 lbs. and the local rail rate from Buffalo to Philadelphia is 14c, or a thru lake-and-rail rate of 17 cents, as contrasted with a thru all-rail rate from Chicago to Philadelphia of 14c, thus making it cheaper by 3c per 100 lbs. to ship all-rail than by lake-and-rail. The difference is accounted for wholly by the proportion east of Buffalo, because out of that 14c all-rail, the line from Buffalo to Philadelphia will accept 7½c as the proportion of the all-rail rate, but when the same traffic originating at the same point and for the same transportation services from Buffalo to Philadelphia comes off the lake they want 14c for it. The same situation exists as to Boston.

Independent steamship companies are compelled to pay more for the haul from Buffalo east than are the railroad-owned steamship lines. Thus, two years ago when an independent steamship company tried to carry flour to the east, it was charged 11c for the haul east of Buffalo, whereas the railroad companies' steamships paid only 9.2c, plus a \$1.50 switching charge.

WORLD'S WHEAT production in 1913 was 4,125,658,000 bus., in 1912, 3,877,087,000 bus., in 1903, 3,189,813,000 bus., and in 1893, 2,559,174,000 bus., according to G. K. Holmes of the United States Bureau of Statistics in Farmers Bulletin 575. Last year was the first year on record in which the world's production of wheat exceeded four billion bushels.

TWO NEW ELEVATORS AT Sidney, Mont.

Sidney, Mont., a point on the Northern Pacific and Great Northern road just across the line out of North Dakota, is a prosperous town, and the people are very proud of having the 60,000-bu. elevator and the 500-bbl. flour mill of the Russell-Miller Milling Co. The buildings were all painted a light yellow with white trimmings, which gives them a very neat appearance. Mr. A. F. Schneider is manager of the plant.

The accompanying cut is of the new mill and elevator just completed by T. E. Ibberson. The contract called for the erection of a 500-bbl. flour mill, a 60,000-bu. elevator, a large warehouse for storage purposes, a fireproof engine and boiler room, a large office and testing room, a fireproof vault for the storage of records, and three dwelling houses for the employees of the mill.

These buildings were erected on property owned by the Milling Company, and are set some distance from the railroad right of way. However, the railroad company has given special side trackage to the mill and elevator.

The engine and boiler room was built of brick walls, steel and book-tile roof and concrete floor. In the boiler room are two 18x66 tubular boilers and one 150 H.P. Corliss Engine. There is also a generator placed in the engine room for furnishing light for the entire plant. The size of this building is 47x50, one story, with 20-ft. ceiling.

The mill is 42x60 and has five floors, fully equipped with the most modern machinery. Adjacent to the mill there is a warehouse for storing sacked material, with a capacity of about fifteen cars.

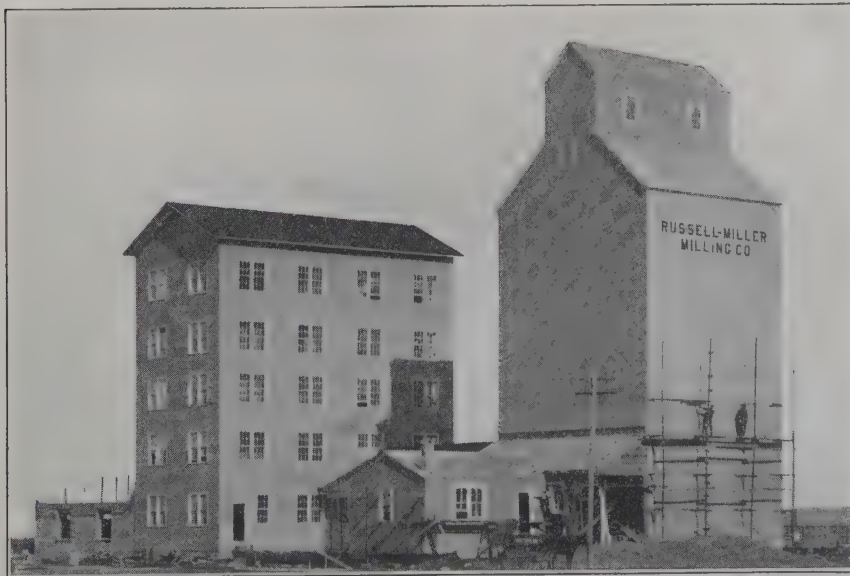
The elevator has 60,000 bus. capacity, and is equipped with a leg for receiving grain from the track, and a leg for receiving grain from the driveway. There is a 1,000-bu. capacity hopper weighing-out scale on the workfloor. The elevator is run by motors, one being placed in the cupola and one on the workfloor.

The office is built directly off the driveway of the elevator and is large enough for handling the business of the entire plant. A testing room and a large fireproof vault adjoins the office, giving ample storage room for all records and valuable papers pertaining to the business.

Mr. Ibberson also had the contract for the erection of a 40,000-bu. working and storage house at Sidney, Mont., to be used for buying and storing of grain for this plant. The Occident Elevator Co. is the owner of the last named elevator.

PROTESTS against the McCumber bill were received by Ohio Congressmen from many grain men of the state.

THE DULUTH Board of Trade is urging all members to discourage any use of the facilities of the exchange for trading which they have reason to believe represents only a blind speculative venture. While exchange members may properly refrain from soliciting speculative orders of irresponsible parties, it would be a very difficult matter for anyone always to discriminate intelligently as to the character of the trading, and when they do so they are very likely to get into trouble with the would-be speculators, who may have just as good a right as anyone to buy or sell grain for future delivery.



Russell-Miller Milling Co.'s Mill, and 60,000-bu. Elevator at Sidney, Mont.

Feedstuffs

S. E. GILMAN, Neligh, Neb., will build an alfalfa mill.

FRESNO, CAL., farmers recently subscribed \$40,000 to erect an alfalfa mill and warehouse.

THE CONCRETE ELEVATOR CO., Minneapolis, Minn., is installing machinery for the manufacture of 5 tons of chicken feed daily.

THE AMERICAN FEED MANUFACTURERS ASS'N will hold its annual convention May 22 and 23 at the Auditorium Hotel, Chicago, Ill.

THE CANTON FEED & MILLING CO., Canton, O., recently increased its capital stock from \$175,000 to \$225,000 and will double the capacity of its plant.

CALLAHAN & SONS, Louisville, Ky., have registered the word "Electric" as a trade-name for their whole oats, clipped or in the natural state for feeding or milling purposes.

SMITH BROS. Milling Co., Boyles, Ala., expect to have their new feed plant in operation about Apr. 1. It consists of a 4-story building and warehouse, and will have a capacity of 100 tons of mixed feeds, 1,500 bus. cornmeal and 50 tons of chicken feed.

ARGENTINE CORN for use in chicken feed was recently purchased by Edwards & Loomis, Chicago. Eastern chicken feed manufacturers have found Platte corn highly satisfactory for their use, and Edwards & Loomis purchased a carload as an experiment, at a price about 10c over the cost of domestic corn.

POULTRY FOODS containing grits or charcoal must be labeled to indicate this fact, according to C. L. Alsberg, chief of the United States Bureau of Chemistry. Poultry foods not so labeled will be subject to seizure for violation of the food and drugs act.

THE FORT VALLEY OIL CO., Fort Valley, Ga., is building a 100-ton alfalfa feed mixing plant as an addition to its feed mill. The rapidly increasing demand in the South for alfalfa mixed feeds assures the company of a ready local market for its product.

SCREENINGS from North Dakota wheat, according to E. F. Ladd and Alma K. Johnson of the N. D. Experiment Station, contain as much protein as alfalfa hay and considerable more of carbohydrates, and are found to have a chemical composition practically the same as that of commercial bran and middlings. The screenings were found to contain pigweed, wild oats, hare's ear, mustard, lamb's quarters, wild rose, corn cockle, wild buckwheat, and Indian mustard seeds, and should therefore be ground before being fed.

OHIO feed dealers must sell feedingstuffs according to net weight and not gross weight. Feed manufacturers located outside of the state frequently violate the law by showing only the gross weight on the package; but the dealer within the state must then mark on the package the net weight and sell on that basis. When the National Net Container Law becomes effective Sept. 4 next, interstate shipments will be under the jurisdiction of the Interstate Commerce Commission and feed manufacturers located outside of Ohio will not be able to evade this requirement.

THE CANTON FEED & MILLING CO., Canton, O., on Feb. 27 filed complaint with the Ohio Public Utilities Commission against the Pennsylvania Lines for collecting alleged excessive and discriminatory rates. The company complains that it had to pay higher rates from Canton on shipments moving to Cadiz and Dennison, O., than did its competitors at Akron and Cleveland, despite the much shorter haul.

THE CONSOLIDATED MILLING CORPORATION, Buffalo, N. Y., successors to the Husted Milling Co. and A. Nowak & Son, has purchased the site of the Husted Mill, which was destroyed last summer by a dust explosion, and is building a feed mill to manufacture "Husted" and "Justice" feeds. The company will continue to use the A. Nowak & Son plant until Aug. 1, when it expects to have its new plant completed, which it claims will be the largest and most up-to-date mixed feed mill in the country.

THE CUNNINGHAM COMMISSION CO., Little Rock, Ark., has practically completed its new feed plant, consisting of a warehouse 70 by 150 ft. and a 12,000-bu. grain elevator 26 by 26 ft. and 60 ft. high. The equipment includes three elevator legs, chop mill, Monitor Cleaner, two automatic weighing machines, automatic scale and packer, and molasses feed scale. The company manufactures mixed feeds, including molasses feed. The plant, which replaces the one which burned Dec. 13, was designed and built by Kaucher, Hodges & Co.

Proposed Virginia Feed Law.

A feedingstuffs bill, prepared by the Dairy and Food Commission and introduced by Mr. Moncure, known as Senate Bill No. 76, is now before the Virginia Assembly.

The bill authorizes the State Dairy and Food Commissioner to analyze samples of feedingstuffs obtained by state inspectors and to publish the results of such analyses. When a sample does not comply with the law, a hearing is to be held, which the feed manufacturer is invited to attend and defend himself; if the evidence indicates that the law has been violated, the State's Attorney is authorized to prosecute the case. However, no dealer may be prosecuted who can establish a guaranty signed by a wholesale dealer or manufacturer living in Virginia, from whom he purchased the feeds, to the effect that they are not adulterated or misbranded.

The law requires the proper labeling of all feedingstuffs, showing net weight of contents, brand under which the article is sold, name of manufacturer or dealer, name of each ingredient, maximum percent of crude fiber and minimum percentages of crude fat and of crude protein. Feedingstuffs must be sold in standard weight bags or packages of 25, 50, 75, 100-lb., etc., capacity.

The law provides an inspection fee of 15c per ton. Wheat and corn millers can escape this fee by paying a yearly registration fee, the size of which depends on the size of the mill.

Misbranding or adulteration of feedingstuffs or violation of any of the provisions of the bill are punishable by a fine of \$200 for the first offense and \$300 for each subsequent offense, or imprisonment for one year, or both. The guilty feed dealer is also liable to a forfeiture of \$200 for the first offense and \$300 for each subsequent offense.

While the calendars of both houses of the legislature are very crowded, the

Dairy and Food Commission is of the opinion that the bill will be passed at this session.

Exports of Feedingstuffs.

Exports of feedingstuffs during December, 1913 and 1912, and during the year 1913 compared with 1912, according to O. P. Austin of the Bureau of Statistics, were, in tons, as follows:

	Dec., 1913.	Dec., 1912.	1913.	1912.
Bran and middlings	192	506	4,596	83,943
Dr. grns. & mlt. sprts.	5,291	4,270	80,631	71,834
Mill feeds	3,594	15,731	144,297	52,165
OIL CAKE AND OIL CAKE MEAL.				
Corn	2,475	2,524	37,490	35,858
Cottonseed	52,083	88,045	502,538	599,076
Linseed	37,046	33,162	434,866	352,511
All Other	88	182	1,197	2,637

Movement of Feedstuffs During February.

ST. LOUIS received 43,674 sacks and 13 carloads of bran, compared with 98,160 sacks and 192 carloads received in February, 1913; and shipped 170,630 sacks and 26 carloads, compared with 360,420 sacks and 384 carloads shipped in February, 1913.

SAN FRANCISCO received 251 tons of bran, compared with 782 tons received in February, 1913.

KANSAS CITY received 960 tons of bran in February, compared with 900 tons received in February, 1913; and shipped 5,952 tons, compared with 6,400 tons during February of last year.

BALTIMORE received 593 tons of mill feeds, compared with 1,068 tons in February, 1913; and shipped 22 tons, compared with 78 tons the previous February.

SPRING WHEAT movement has been larger than the trade expected and has caused a temporary cessation of the decreasing tendency in Northwest stocks. The movement, however, has not been from the farms but mostly from line elevators in the Dakotas who have marketed their wheat rather than subject it to the spring taxation in those states. It is confidently expected that after this run there will be a letup in receipts that will bring daily arrivals down to very small figures. One thing appears very certain and that is that spring wheat has been marketed all too closely and before another crop is available fancy prices for good milling wheat will be recorded. Purchases of Minneapolis July sales of Chicago July at the ruling difference are therefore attractive. — *Finley Barrell & Co.*

IN LOOKING over the grain markets for the last ten years we find that May wheat, May corn and May oats have almost without exception shown a considerable advance from the low point made during the first ten days of the month of March, as compared with the high point made during the month of April following. It seems like this year will be no exception to the rule. Owing to strained financial conditions last fall, high prices induced by the last summer's drought and the general fear amongst the farming communities of the effect of free trade on farm products we have had an unusually heavy movement from the farms. This movement is bound to grow less and less during the latter part of the crop season, and it is only reasonable to expect that what appears to be burdensome supplies will vanish very rapidly once the farmers begin their spring work.—*Sawers Grain Co.*

GOVERNMENT EXPERT EX- plains Country Grain Business.

The Bureau of Labor Statistics of the United States Department of Labor has made an extensive investigation into the grain business for the purpose of determining the difference between the price paid the farmer for his wheat and the price paid by the consumer for his flour. The Bureau also attempted to measure the amount of profit obtained by each handler of the grain.

The results of this investigation, as given by J. Chester Bowen in Bulletin No. 103, are decidedly interesting. The government found that the keenest competition prevailed in the grain business; that profits were small and uncertain, and that monopoly was practically impossible.

Mr. Bowen's description of the operations of a country elevator are interesting, coming as it does from a disinterested government investigator. Mr. Bowen writes as follows:

As the ordinary elevator has only six or eight storage bins, there is necessarily a mixing of grain as it comes from the farmers, wheat of like grade being stored together. An element of profit to the elevator is the mixing of grain in such a way as to raise the grade of part of the wheat put into the mixture. For example, a quantity of wheat may be bought as No. 3 at a No. 3 price and mixed with fine No. 2 wheat in such proportion that the mixture will retain a grade sufficiently high to be sold as No. 2. The grade of wheat may be raised by fanning out weed seed and at the same time cleaning out chaff, thus raising the test weight. This mixing of wheat bought at different prices and the raising of the grade begins at the country elevator and is practiced to a greater or less extent by every one handling the grain.

The country elevator sells its grain where it can. It may sell it directly to a mill or to grain jobbers, or through commission men to millers or grain dealers. The price may be on track at the elevator or delivered at an agreed shipping point. The elevator man very carefully watches the market in the large grain centers. His purpose is to buy day by day sufficiently below the grain market to afford him a profit on his business. If he is doing a very conservative business, he will aim to sell his wheat practically as fast as he buys it, so that he may be assured a profit. On the other hand, he may speculate by entering into a contract of sale before he has bought the wheat, or, more generally, he may hold the grain in the elevator for an advance in price which will give him an increased profit.

An almost universal statement of elevator men is that they endeavor to buy, and very generally do buy, at about 3 cents below the market price—that is, the price at which they can sell in the wholesale market with freight deducted. This margin must cover the cost of operating the elevator, interest on the investment, insurance, inspection fees, the loss in weight incident to the handling of the grain, etc. Weighed carefully and accurately as it can be, it is said that there is a loss of about one-third to one-half of 1 per cent of the grain between the time it leaves the farmer's wagon and the time it reaches the mill or terminal elevator, due to waste at the elevator and leakage of cars. If the elevator screens the wheat, there is a further loss of one-fifth to one-half of 1 per cent, which loss, however, is compensated by a raising of the grade.

The salary of a manager, and, sometimes, one or more helpers, interest on the investment, depreciation, and taxes are fixed charges which must be met, regardless of the amount of grain handled, hence the profits of an elevator depend on the volume of its business as well as its margin per bushel handled. It is generally conceded that a margin of 3 cents per bushel affords a fair profit on the investment, provided 100,000 bus. a year can be handled. A gross annual profit of \$3,000 will cover salaries, expenses, repairs, shrinkage in weight, etc., and leave a fair rate of interest on the investment. While there are country elevators in Kansas handling 100,000 bus. or more, it is reported that the majority handle less than that amount. One elevator operator stated that he could do well on a 100,000-bu. business with a 2-cent margin per bushel, provided he could get different grades in such amount that he could mix and clean and thus raise the grade. Depreciation of the plant is

heavy; it is said that the life of a country elevator is only about 20 years.

That local grain buying is not always profitable is evidenced by the number of failures in the business, both of individuals and of farmers' co-operative companies. Farmers in establishing co-operative elevators have not always appreciated the expenses and risks of grain handling, and in attempting to run on too narrow a margin have met with losses and in a number of cases with failure. Co-operative elevators had difficulty in entering the field. They were considered by grain dealers as "irregular." They met with opposition from local dealers, jobbers, commission men, and dealers in the primary markets, and from the railroads. Their position now, however, seems to be as secure as that of any private dealer. Country elevators, both private and co-operative, are frequently run in connection with other business, as flour, feed, coal, lumber, etc. Some of the milling companies are establishing elevator lines.

When a grain dealer or miller has a quantity of wheat on hand and does not desire to run the risk of a decline in price before he can sell it, he hedges in the grain market by selling a "future"; that is, he enters into a contract of sale for future delivery. Should the price of wheat advance he makes a profit on his wheat in stock and loses on his future when he closes it out. On the other hand, should the price of wheat decline, he loses on his wheat in stock but makes a profit on his future by buying on the market at a lower price to close it out. Thus the speculative side of the grain market affords the dealer in actual grain an opportunity to do a comparatively safe and conservative business. Without the opportunity to deal in futures, conservative dealers state that they would not buy wheat in any considerable quantity except on a much wider margin and at a consequent lower price.

Carrier's Liability for Delay in Transit.

Judgment for \$180.03 on account of delay in the shipment of a car of oats from St. Louis, Mo., to San Angelo, Tex., was given the Brackett-Fielder Mill & Grain Co. by a jury in the Grayson County Court, only to be reversed by the Court of Civil Appeals of Texas Jan. 17, 1914, granting the Gulf, Colorado & Santa Fe Ry. Co. a new trial on the ground that the court below erred in not submitting to the jury the showing by defendant that the delay must have been caused on some other of the connecting carriers.

The carload of oats was shipped Sept. 11 and did not arrive until Nov. 21, 1907. Plaintiff alleged that this was an unusual and unreasonable length of time for the transportation and delivery of the oats, and that by reason of the delay the purchaser refused to receive the oats, and that in consequence thereof the plaintiff was forced to store the oats, and incurred various items of expense, including storage, commission, demurrage, insurance, etc.; that 605 pounds of oats were converted by the defendant, and that by reason of said delay plaintiff suffered damage on account of the decline in the market value of the remaining 1141½ bus.

The railroad company contended that under the B/L its liability for loss and delay was limited to such as might occur on its own line, and that therefore it was not liable in any amount; and the court held "It is well settled by the decisions of this state that the presumption that the delay in the shipment was caused by the negligence of the terminal carrier may be rebutted by testimony showing that the delay did not occur on its own line.—162 S. W. Rep. 1191.

AUSTRALIAN wheat fields are suffering from flag smut. The disease is spreading in New South Wales and is seriously reducing the quantity of wheat produced, in some parts of Australia destroying 50% of the crop.

Death of L. O. Hickok.

Mr. L. O. Hickok of the firm of L. O. Hickok & Son, Minneapolis, engineers and contractors for the construction of grain elevators, died unexpectedly Monday, February 23rd, from heart failure.

Mr. Hickok had been in business in Minneapolis for more than fifteen years and had a wide acquaintance among grain men and machinery and construction and material firms, and enjoyed a well-merited confidence among them.

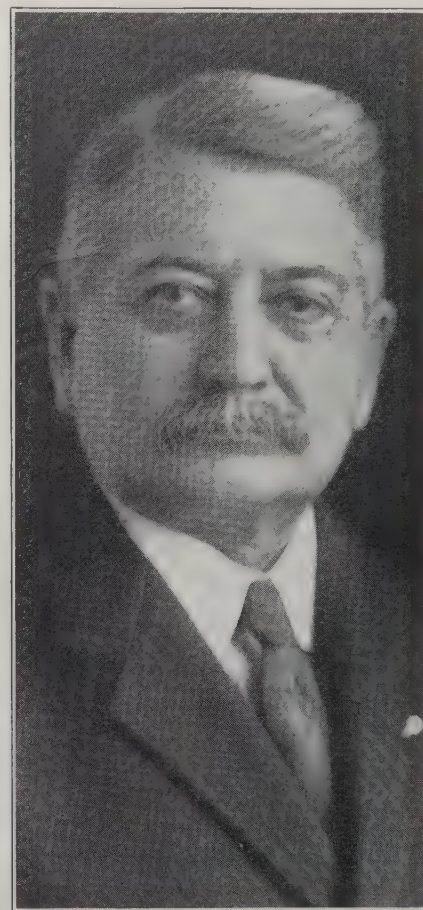


Photo by Hubner.
L. O. Hickok, Minneapolis, Minn.,
Deceased.

Besides building a large number of country elevators each year, the firm designed and constructed several large groups of tanks and elevators, among which were the Merchants transfer elevator and a battery of twenty reinforced concrete storage tanks in Minneapolis; also large concrete storage plants at Great Falls and Kalispell, Mont., for the Royal Milling Co., and at Harlowton, Mont., for the Montana Flour Mills Co.

The business of the firm will be continued by his son, H. M. Hickok, under the name of the Hickok Construction Company.

THE FEDERAL CORN GRADES were the subject of a letter from F. O. Paddock, pres., Toledo Produce Exchange, to Senator Burton of Ohio, who replied as follows: "While compliance with the ruling is not compulsory, it is expected by the Agricultural department that the corn exchanges thruout the country will comply with them. However, no penalty for non-compliance is provided; and in the event of non-compliance the department will make further rulings."

Grain Carriers

BUFFALO harbor had 10,175,582 bus. of grain afloat on Mar. 5.

TEXAS RAILROADS were recently refused a horizontal increase of 15% in their intrastate rates by the Texas Railroad Commission.

GODERICH, ONT., harbor improvements to take care of the increasing grain traffic were urged upon the Dominion government Feb. 12 by a com'te of Canadian millers.

THE LAKE ERIE & WESTERN in its tariff ICC-2556 cancels tariff ICC-2352 giving rules governing the furnishing of grain doors and grain door lumber, effective Mar. 28.

THE C. M. & ST. P. TARIFF increasing rates in Official Classification territory has been suspended by the Interstate Commerce Commission to May 25, pending investigation.

BALTIMORE GRAIN MEN and merchants have employed attorneys to sue before the Interstate Commerce Commission to require the carriers to establish switching charges on a per car basis.

HEARINGS at Kansas City in the petition of that market for lower rates to Memphis and the Southeast closed Feb. 21; and the case was continued by Commissioner B. H. Meyer to Mar. 16.

THE MISSOURI PACIFIC RAILROAD will extend its line from Hardtner, Kan., southwest to Buffalo, in Harper County, Okla., opening up for colonization a rich agricultural territory which is now without railroad facilities.

A LOWER grain rate to Galveston was demanded by farmers elevator managers at a meeting Feb. 24 at Stafford, Kan. They will ask the State Public Utilities Commission to file complaint with the Interstate Commerce Commission.

SELF-PROPELLED steel barges will be operated regularly by the Alabama & New Orleans Transportation Co. on the Mississippi River between New Orleans and St. Louis. The first barge will leave New Orleans Mar. 15 and St. Louis about Mar. 25.

A SWITCHING CHARGE of 4c per 100 lbs. at Bellefonte, Pa., was declared unreasonable by the Interstate Commerce Commission recently and reparation was ordered to the basis of \$5 per car, in the case of *Boisford & Barrett v. Pennsylvania R. R.*

FINAL ARGUMENTS in the Illinois grain rates case were delivered Feb. 27 by attorneys for the shippers. The Public Utilities Commission ordered the railroads to file further exhibits and will investigate certain conditions before announcing its decision.

THE WELLAND CANAL will be able to take the largest boats on the Great Lakes when the improvements now started are finished. The Canadian government has already let contracts expending \$21,000,000, with the requirement that the work must be finished by Apr. 1, 1918.

VESSEL SPACE was sought recently by Duluth shippers to load within ten days of the opening of navigation at 1½c to Buffalo. With only three vessels available, the boat owners were not eager to sign charters and will probably hold out for 2c. Fort William shippers were negotiating for vessel space at 1½c to Buffalo.

THE INTERSTATE COMMERCE COMMISSION's recent administrative rulings on the regulations to govern the construction and filing of freight tariffs and classifications are given in Supplement No. 4 to tariff circular No. 18-A issued by the Commission Jan. 12.

NO SPOTTING CHARGE will be permitted by the Michigan Railroad Commission until a general hearing has been held on the subject. The Commission has notified Michigan roads that it will suspend any tariffs containing a \$2 charge for spotting cars on private sidings.

JOSEPH W. FOLK, former governor of Missouri, has been appointed to the recently created position of chief counsel for the Interstate Commerce Commission, effective Mar. 1. His salary will be \$10,000 annually. Dr. Charles W. Needham, former president of George Washington University, has been appointed assistant counsel.

THE FIRST SUIT under the Missouri maximum freight rate law by an individual shipper was filed Feb. 21 in the Circuit Court by Langenberg Bros. & Co., St. Louis, who paid \$10,000 in excessive freight charges on 479 carloads of grain while the maximum rate law was in litigation. They are suing for \$30,000, as the law allows triple damages.

A GOVERNMENT-OWNED STEAMSHIP line plying between Canada and England was urged upon the Dominion government Mar. 2 by the Canadian Millers Ass'n as the only way to obtain relief from the exorbitant ocean freight rates. The millers stated that the rate on wheat had been increased 5c per bu. within the past five years and on flour from 40% to 100%.

FALSE BILLING of freight, false classification, false weighing or any other device for avoiding payment of the full legal rate will be reported by the Western Weighing and Inspection Bureau to the Interstate Commerce Commission for prosecution. Conviction of this offense carries a maximum fine of \$5,000 or imprisonment for two years, or both. Beware.

A CANADIAN STEAMSHIP COMBINE of \$100,000,000 capitalization is being promoted by Charles A. Marston, a Cleveland lawyer representing a group of capitalists. The new corporation hopes to include every important Canadian lake and river steamship line. The purpose of the combination, according to the promoter, is to lower operating expenses and not to increase rates.

THE ST. LOUIS MERCHANTS EXCHANGE on Feb. 26 filed complaint with the Interstate Commerce Commission, protesting against the recent rule of the carriers requiring the filing of in-bound Bs/L to prove that grain actually originated west of St. Louis before granting transit privileges. Previously transit privileges were granted without the necessity of proving origin of grain.

FULL LIABILITY on the part of common carriers without regard to any provisions or limitations in the B/L is provided for in a bill before the subcom'te of the Senate Com'te on Interstate Commerce, according to Senator J. T. Robinson of Arkansas. The com'te has already heard the views of Chairman Clark and Judge Clements of the Interstate Commerce Commission. The bill would prevent carriers from escaping their common law liability by forcing shippers to sign Bs/L containing clauses making the carriers' liability very much less than the actual value of the property.

TRANSIT PRIVILEGES can be granted only to shippers who permit carriers to examine their books and verify records, according to the Interstate Commerce Commission in *William F. Gadow v. Soo Line*. The Commission held that it is the shippers' duty to aid carriers in their efforts to police transit privileges properly and effectually; and the tariff requirements established for this purpose are neither unreasonable nor unlawful.

SIX RAILROAD TRAFFIC ASS'NS, it is rumored, will soon be abolished by the carriers to avoid the \$500,000 yearly expense involved. They are the Western, Southwestern, and Central freight and passenger ass'ns. They were formed for the purpose of detecting and punishing by fines secret cuts in rates and also to fight ticket scalpers. As the Hepburn act of 1906 prohibits secret rate-cutting and as ticket scalpers are practically out of existence, the ass'ns are no longer necessary.

THE INCREASE in the flour rates from Kansas, Nebraska and Oklahoma to California terminals from 65c to 75c per 100 lbs. was declared unjustified by the Interstate Commerce Commission Feb. 9. The wheat rate is 58c, which the carriers proposed to continue unchanged; and the Commission held that the attempt to increase the spread between the wheat and the flour rate from 7c to 17c, to the advantage of the California miller and against the Kansas miller, was not sustained by the evidence submitted.

LOSS AND DAMAGE CLAIMS presented before Dec. 1, 1913, must be paid by carriers without regard to the four months' time limit. Claims accruing prior to Feb. 9, 1914, if filed with the carrier before Apr. 1, also escape the four months' provision. Charles Rippin, traffic commissioner of the St. Louis Merchants Exchange, is calling attention to the fact that, by prompt action, shippers may now re-instate all their claims that were thrown out by the carriers because not presented within the four months' time limit.

RAILROAD COMMISSIONERS from six western states met at Kansas City, Mo., Feb. 28 and agreed to file a protest with the Interstate Commerce Commission against the proposed 5% increase in Eastern territory. At the hearing Mar. 5 before the Interstate Commerce Commission, George E. Pierce, representing the Buffalo Corn Exchange, testified that ex-lake grain rates from Buffalo to eastern destinations since 1898 had been increased more than 100%, whereas the all-rail rates from Chicago to the East had been decreased 25%.

IOWA SHIPPERS on the Rock Island and Northwestern lines will have lower rates on grain into Kansas City as the result of a complaint originated by W. J. Ray, Colo., Ia., sec'y, Farmers Grain Dealers Ass'n of Iowa. The Rock Island officials explained that the present high rates are due to an error in the tariff, which will soon be corrected. As a result, Nevada, for instance, will have its rate reduced from 19c to 13c per 100 lbs. The Chicago & Northwestern Ry. has also published a tariff, effective Mar. 16, whereby Iowa shippers are granted a combination rate of the local rate to Omaha plus the proportional rate to Kansas City. Under this tariff Kirkman has a rate of 13½c compared to the present rate of 19c. This adjustment opens up the Kansas City market to Iowa shippers, from which they had been barred by the prohibitory freight rates.

MILWAUKEE GRAIN DEALERS testified before Examiner Berry of the Interstate Commerce Commission Mar. 5 at Milwaukee in connection with the Chamber of Commerce's complaint that grain rates from western Iowa and southern Minnesota and South Dakota to Milwaukee are excessively high as compared with the rates to Duluth. George A. Schroeder, traffic manager for the complainant, presented a system of rates that would remove this discrimination. W. M. Bell, A. K. Taylor, and P. P. Donahue were among those to testify.

TOTAL CAR SURPLUS on Feb. 14 was 199,385 cars, compared with 211,960 cars on Feb. 1 and 52,700 cars on Feb. 15, 1913, according to the American Railway Ass'n. The car surplus on Jan. 15 was 217,274 cars, the largest surplus in four years. The total car shortage on Feb. 15 was 2,333 cars, on Feb. 1, 2,282 cars, and on Feb. 15, 1913, 30,517 cars. Railway men state that the slight decrease in the car surplus is due to the bad weather interfering with the movement, loading and unloading of the cars, not to any actual increase in the traffic.

FREE TRANSPORTATION to public officials and large shippers in Montana and Illinois by interstate railroads is vigorously condemned by the Interstate Commerce Commission Feb. 2 in an opinion written by Commissioner Harlan. As the passes issued are purely intrastate, the Commission can do nothing to stop the evil, but it offers the following illuminating comment: "On broad general grounds all must condemn such practices, and the carriers that dissipate their revenues in that form and recoup the loss in their rates will find, sooner or later, that this Commission will not lose sight of the practice when their rates are questioned in complaints pending before us."

MISSOURI MILLERS lost their petition to the State Public Service Commission that railroads within the state be ordered to permit milling-in-transit at the thru rates, instead of collecting the sum of the local rates. When the Missouri maximum freight rate law was declared valid, the carriers withdrew all transit privileges and charged the sum of the local rates on all grain milled in transit. They offered to re-establish the privileges if the Commission would authorize them to re-establish the same rates as prevailed before the law was passed. The Commission ruled that it had no authority to increase the rates nor to compel the carriers to apply thru rates on grain milled in transit.

BUFFALO GRAIN MEN testified before Examiner Brown of the Interstate Commerce Commission at the hearing Feb. 25 in connection with the Buffalo Corn Exchange's protest against the advance in the ex-lake rate on grain to Pittsburgh from 7½c to 8½c. They insisted that the present rate is too high and the proposed rate is excessive. The average lake rate from Chicago to Buffalo is 2c a bu. Adding this to the proposed new rate from Buffalo to Pittsburgh gives a thru rate of 10½c per bu. from Chicago to Pittsburgh via lake and rail, whereas the all-rail rate is equivalent to 6c per bu. In other words, the railroads are demanding 8½c per bu. for a 270-mile haul, although they are at the same time getting 6c for a 469-mile haul direct from Chicago. The Buffalo grain men demand either that their rate to Pittsburgh be kept at 7½c or that the Chicago-Pittsburgh rate be raised to equalize the advance.

THE PROPOSED SPOTTING CHARGE is attacked on behalf of the millers by Mark N. Menzel, pres., Millers National Federation, who presented the following arguments to the Interstate Commerce Commission: "The unloading of grain by an elevator is practically a facility which no railroad company provides at interior points. In other words, the miller himself provides the only facility for the unloading of grain, as bulk grain, of necessity, could not be handled thru a local freight house. Furthermore, the loading out of flour and feed in carloads requires skillful loading, and the preparation of the cars, viz., sweeping, lining with paper, etc., is a service performed entirely by the shipper for the benefit of the railroad. Furthermore, were a spotting charge affixed with the loading of a car of grain at the original point of shipment, the charge would be affixed six, seven, or eight times by the time the grain had moved to a central market thru a milling-in-transit point and to final destination."

THE PROPOSED SPOTTING CHARGE and charges for all other forms of free service by carriers to individual shippers were vigorously opposed by grain interests and shippers' ass'ns at hearings before the Interstate Commerce Commission extending from Feb. 26 to Mar. 4. The railroads have apparently come to the conclusion that their 5% rate increase will not be authorized, and they are now fighting to obtain recompense in other ways. Walter L. Fisher, representing the Chicago Ass'n of Commerce, stated that the establishment of charges for spotting cars and for lighterage, trap car and tunnel service would create great congestion in the Chicago terminals. He asserted that the present situation at Chicago is a benefit to both railroads and shippers and should not be disturbed. The Pittsburgh Grain and Hay Exchange and the grain board of the Boston Chamber of Commerce went on record as opposed to all spotting charges. On Mar. 5 Commissioner Harlan postponed the hearings indefinitely and on the 7th ordered the carriers to file by Apr. 7 additional information as to free time allowed for loading and unloading carload freight, collecting, delivering and storing freight, transporting containers, furnishing and transporting dunnage, etc., wharfage and dockage facilities and allowances, refrigeration service, reconsignment privileges, etc.

KANSAS CITY, Mo., is entitled to intrastate rates on traffic coming from Missouri stations via the Missouri Pacific, Kansas City Southern, Wabash, Chicago & Alton, Burlington, and Chicago, Milwaukee & St. Paul, according to a decision Feb. 26 by John Kennish of the Missouri Public Service Commission. Shipments moving from Missouri stations to Kansas City via the Missouri, Kansas & Texas, Frisco, Rock Island, and Santa Fe are interstate and must take interstate rates. The railroads contended that the grain shipped to Kansas City became interstate when sold and re-shipped to a point outside of Missouri. The grain men held that all Missouri grain shipped to Kansas City is intrastate, without regard to its destination after its sale, and is therefore entitled to the lower intrastate mileage rates. The Public Service Commission held that "freight takes character as interstate commerce only when it is actually started in the course of transportation to another state. It must follow that, until it is so started, it is not interstate commerce." The Kansas City Board admit-

ted that traffic moving via the M. K. & T. and Frisco should be treated as interstate, but was disappointed that the Commission also included the Rock Island and Santa Fe Lines. However, the victory is a notable one as it will greatly reduce the grain rates from the stations on the roads named into Kansas City.

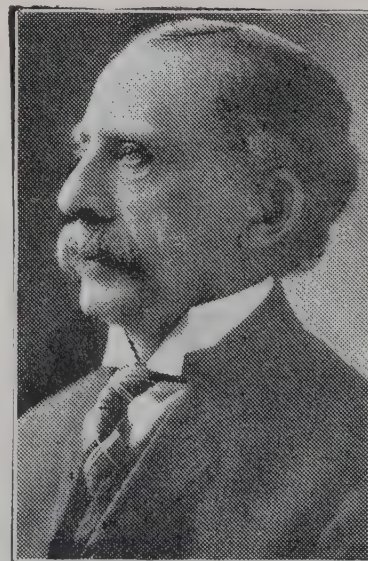
THE QUAKER OATS CO. suffered a decrease in net earnings of \$142,040 in 1913, compared with 1912, largely due, according to Pres. H. P. Crowell, to the fall in grain prices when the new tariff went into effect. Gross profits were \$2,287,010. After charging \$235,584 to depreciation and paying \$540,000 in dividends to preferred stockholders and \$749,892 to common stockholders, there was left a surplus of \$761,534, bringing the total surplus to \$2,963,083. The company spent \$1,385,031 during the year for new plant facilities at Cedar Rapids, Ia., Akron, O., and Waverly, N. Y., and for the recently completed oatmeal mill at Saskatoon, Sask.

H. Clay Dempsey Studying South American Markets.

H. Clay Dempsey, vice-pres. of the Union Iron Works, whose portrait is reproduced herewith, is traveling in South America with a number of other Illinois manufacturers for the purpose of studying trade conditions and increasing the sale of northern-made goods.

Business men of the United States have long realized that this country was getting but a small part of its just share of the South American trade, and was gradually losing even that. European houses, particularly English and German, were rapidly monopolizing this highly attractive commerce. Their success was due to their careful study of South American conditions and their understanding of South American character and business customs.

For, the purpose of getting acquainted with our neighbors to the south and getting them acquainted with Illinois-made goods, a large delegation of business men has gone for an extensive trip, covering all of the important cities. The Union Iron Works is now doing an important business with South American concerns; and it is for the purpose of increasing this business that Mr. Dempsey accompanied the party.



H. Clay Dempsey, With Trade Delegation in South America.

Seeds

JOHN F. SUMMERS, Malvern, Ia., is no longer in the seed business.

NORTH BALTIMORE, O., Mar. 3.—Lots of clover seed is being held by farmers.—Fred Kalmbach.

THE AMERICAN SEED TRADE ASS'N will hold its annual convention at Washington, D. C., June 23 to 25.

THE NEBRASKA State Seed Laboratory is flooded with samples of seeds sent it to be tested under the new state law.

L. TEWELES & Co., Milwaukee, Wis., recently registered the word "Tiger" with a picture of a tiger as a trademark for their grass and field seeds.

THE CHURCHILL GRAIN & SEED CO., Buffalo, N. Y., has registered the word "Lion" with the stencilled picture of a lion as a trademark for its clover seed.

THE MILLER GRAIN & SEED CO., Carlton, Tex., has enlarged its warehouses and will make a specialty of Texas rust-proof seed oats for northern shipments.

WICHITA received 8,000 bus. of cane seed during February and shipped 6,000 bus., compared with 11,000 bus. received and 9,000 bus. shipped in February of last year.

LOUISVILLE received during February 2,298,265 lbs. of seeds and shipped 2,071,040 lbs., compared with 2,958,880 lbs. received and 2,218,728 lbs. shipped in February, 1913.

THE WALDRON SEED CO., Waterloo, Neb., lost its suit to collect \$85,000 damages from the Union Pacific Railroad for the burning of its seed warehouse, alleged to have been caused by a locomotive spark.

KAFIR CORN receipts at Kansas City during February were 71,500 bus. and shipments 71,000 bus., compared with 333,300 bus. received and 299,000 bus. shipped in February, 1913. Galveston received no kafir corn during February, compared with 25,714 bus. received during February of last year. Wichita received 9,000 bus. and shipped 6,400 bus., compared with 39,600 bus. received and 34,700 bus. shipped during the previous February.

ARKANSAS FARMERS will sow clovers much more extensively this year than ever before, especially bur and crimson clover and alfalfa. Red clover is more successfully produced in the northern part of the state. Lespedeza or Japan clover is a most valuable hay crop and a splendid pasture grass. Large acreages are being sown and in all parts of the state it is growing rapidly in favor. Velvet and soy beans are not generally grown, but the few farmers who have tried them had excellent results.—C. W. Watson, state leader, Little Rock, Ark.

THE NATIONAL CORN SHOW Feb. 10 to 24 at Dallas, Tex., made the following awards for exhibits of prize seeds: orchard grass, F. C. Sumner, Clyde Park, Mont. Canadian field peas: Paul Burtz-luff, Stillwater, Minn. Canadian field beans: George B. Shoemith & Son, Leslie, Mich. Soy beans: H. P. West, Ripon, Wis. Cow peas: R. L. Frambarger, Oak Ridge, Mo. Flaxseed: 1st, V. Cedarland, Warren, Minn.; 2nd, Frank Riba, Geneso, N. D.; 3rd, I. Henderson, Cokato, Minn.; 4th, T. E. Fergerson, Esmond, S. D.; 5th, Louis Larsen, Langford, S. D.

CINCINNATI received 38 bags flaxseed, 5,460 bags clover, 3,241 bags timothy and 12,687 bags of other seeds during February, compared with 112 bags flaxseed, 8,380 bags clover, 1,061 bags timothy and 16,524 bags of other seeds received during February, 1913. Shipments included 11 bags flaxseed, 5,600 bags clover, 2,770 bags timothy and 13,391 bags other seeds, compared with 41 bags flaxseed, 7,583 bags clover, 4,474 bags of timothy and 16,126 bags of other seeds shipped in February, 1913.—Wm. Culkins, Supt. Cincinnati Chamber of Commerce.

CHICAGO received during February 20,000 bus. flaxseed, 1,763,000 lbs. timothy seed, 418,000 lbs. clover seed and 1,048,000 lbs. other grass seeds; compared with 238,000 bus. flaxseed, 3,019,000 lbs. timothy seed, 545,000 lbs. clover seed and 1,036,000 lbs. other grass seeds received in February, 1913. Shipments included no flaxseed, 2,021,000 lbs. timothy seed, 1,576,000 lbs. clover seed and 2,119,000 lbs. other grass seeds, compared with 17 bus. flaxseed, 3,152,000 lbs. timothy seed, 835,000 lbs. clover seed and 1,833 lbs. other grass seeds shipped in February, 1913.

IOWA seed dealers are somewhat disturbed by the law which seems to regulate the seed dealer while leaving the farmer and grower free to engage in the seed business at will and without regulation. Surely it cannot be intended that the regular trade shall be permitted to sell only clean seed, while the farmer can sell any kind of seed. The courts would not uphold any such discriminatory law. What the seed trade needs is one national law which shall be simple, clear and explicit, so that all members of the trade may easily understand what is intended and all work under the same regulations.

EASTERN STORMS have undoubtedly curtailed the demand for clover seed during the week. Ordinarily the East begins to buy freely in March. Shipments from Toledo during the first week of the month were moderate for the time of the year at 4,876 bags. It looks like a good deal of seed at interior points. Consignments have been liberal. If values appreciate, it would not be surprising to see heavy receipts at Toledo. The cash seed at that market is closely held. Deliveries on March contracts have been held back on account of premium that cash seed demands. This has helped to keep shipments down.—Southworth & Co.

From the Seed Trade.

LONDON, ENGLAND, Feb. 16.—The ruling price of white clover favors the buyers, but stocks are light. English, Canadian and Continental alsike is firm for spot seed. Fine samples of English trefoil are being offered at reasonable prices. Provence lucerne is steady with stocks light. French-Italian grass is dearer and the finer qualities are scarce. Irish-Italian and perennials are unchanged; and fine samples are offered at tempting prices. The stocks of Danish and New Zealand cocksfoot are light; the samples are fine and prices are firm.—John Picard & Co.

PUNJAB, India, wheat acreage is officially estimated at 9,152,000 acres, compared with 9,289,000 acres last year and 11,018,000 acres two years ago. In the central provinces and Berah the acreage under wheat is 530,000 acres. A good yield is anticipated in the Punjab; a yield of 85% of normal in the United Provinces; and a 50% to 70% yield elsewhere.

Crop Improvement.

THE BUFFALO CHAMBER OF COMMERCE has organized and given ample financial support to the Erie County Farm Bureau.

DANISH agricultural methods will be explained by Maurice F. Egan, minister from the United States to Denmark, to the com'tes on agriculture of the legislatures of practically all of the southern states.

SCHOOL boys at Bloomfield, N. J., were given practical experience and instruction in agriculture by being obliged to take care of a small "farm" on the school grounds and to study up the best cultural methods and the reasons for their adoption.

SCHOLARSHIPS at an agricultural school are advocated by the United States Department of Agriculture as prizes for winners in boys' corn-raising contests and the like, instead of the more spectacular but less useful trips to Washington usually given.

Chicago Seed Movement.

During the week ended Mar. 7 Chicago received and shipped the following amounts of seeds, stated in pounds, compared with the corresponding week of last year, as follows:

	Received		Shipped	
	1914.	1913.	1914.	1913.
Timothy	770,000	577,000	864,000	1,325,000
Clover	186,000	255,000	368,000	468,000
Other Grasses	328,000	24,000	977,000	990,000
Flax (bus.)		56,000	1,000	

Toledo Seed Movement.

During the week ended Mar. 7 Toledo received and shipped the following quantities of seeds, in bags, compared with the corresponding week of 1913:

	RECEIPTS.		ALSIKE, TIMOTHY.	
	Clover.			
Week ended Mar. 7....	2,590	496	1,589	
Same week 1913.....	822	45	1,226	
This season to date....	58,506	7,450	28,490	
Last season to date....	44,118	4,611	47,193	
	SHIPMENTS.			
Week ended Mar. 7....	4,876	688	2,112	
Same week 1913.....	5,371	330	2,107	
This season to date....	36,953		20,007	
Last season to date....	31,982		32,281	
	TOLEDO STOCKS.			
Mar. 1, 1914.....	26,965	3,565	22,317	
Feb. 1, 1914.....	29,077	4,331	21,401	
Mar. 1, 1913.....	23,817	2,321	18,749	

December Seed Imports and Exports.

Imports and exports of seeds during December, 1913 and 1912, and during the year 1913 compared with the year 1912, according to O. P. Austin of the United States Bureau of Statistics, were in pounds as follows:

	IMPORTS.			
	Dec., 1913.	Dec., 1912.	1913.	1912.
*Castor	115,462	71,713	844,250	1,061,768
*Flax	1,549,579	197,128	6,580,154	7,833,180
Red Clr.	1,291,448	1,643,335	4,488,340	3,806,221
Oth. Clrs.	1,910,514	1,224,307	19,268,929	23,012,581
Oth. Grs.	2,597,844	2,462,167	24,969,338	24,341,367
	EXPORTS.			
*Flax	19	6	283,133	20,180
Clover	658,604	917,825	4,965,994	3,222,968
Timothy	1,567,257	2,726,950	13,542,705	11,111,807
Oth. Grs.	425,352	200,048	5,062,473	
	EXPORTS OF FOREIGN SEEDS.			
*Flax			168	
Clover			1,810	
Oth. Grs.			24,849	131,367

*Bushels.

THE ARBITRATION COMITE of the Grain Dealers National Ass'n for the current year, as recently appointed by Pres. Jones, consists of Earl M. Combs, Chicago, chairman; Elmer Hutchinson, Arlington, Ind., and L. W. Gifford, Cedar Rapids, Ia. The members of the previous com'te, E. M. Wasmuth, Roanoke, Ind., chairman; E. A. Grubbs, Greenville, O., and Henry A. Rumsey, Chicago, asked to be relieved of their heavy duties at the end of their term.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Penn. in Sup. 2 to 4489GO corrects minimum car load weights on grain, effective Apr. 1.

C., G. W. and C., R. I. & P. quote an export rate of 24½c on wheat from Minneapolis and St. Paul to Gulf ports.

Wab. in Sup. 2 to A8617 quotes rates on wheat and corn between Groups 1 to 13 and 14 to 27 and stations in Mo., effective Mar. 20.

Mo. Pac. in Sup. 21 to 2102B quotes rates on grain and grain products from Iuka and Pratt, Kan.; to Ft. Smith, Little Rock, Van Buren and Texarkana, Ark., effective Mar. 28.

M., St. P. & S. S. M. in 3406 quotes a rate of 18c on corn in bulk only from Minneapolis and St. Paul, Minn.; to Atwater, Cote, St. Paul and Mile End, Que., effective Mar. 15.

M. & St. L. in 4096D quotes rates on grain, grain products, linseed meal and cake between stations in Ill., Mo. and Minn.; and Kan., Mo. and Okla. points, effective Mar. 30.

Southern was recently authorized by the Interstate Commerce Commission to establish a rate of 6c per 100 lbs. on feeds from Rockport, Ind., to Louisville, Ky., minimum weight 30,000 lbs.

M., St. P. & S. S. M. in Sup. 3 to CFD-16255 quotes rates on grain and grain products between stations in Wis. and Minn.; and its Wis. and Peninsula Division stations, effective Mar. 25.

Mo. Pac. in Sup. 19 to 1980C quotes rates on grain, grain products, seeds, seed products and broom corn, differentials to be added; to basing points to make thru rates, effective Mar. 28.

Ann Arbor in Sup. 10 to A269 quotes rates on grain and grain products from Kewau-nee, Manitowoc, Wis., Menominee and Manistique, Mich.; to stations in C. F. A. territory, effective Apr. 1.

Santa Fe quotes a rate of 13½c on corn and 14½c on oats from Minonk, Benson, Roanoke, Cooper, Crandall, Groveland, Norton, Eureka and Washington, Ill.; to New Orleans, La., effective Mar. 11.

Wab. in Sup. 4 to C6675 quotes rates on grain, grain products and by-products from its stations on and east of Mississippi River and west of Detroit River; to Canadian and east seaboard cities, effective Mar. 19.

M., St. P. & S. S. M. in Sup. 20 to A163 quotes rates on grain, feed, millstuffs, malt, screenings, millet and flaxseed between its stations, also between its stations and stations on connecting lines, effective Mar. 25.

Can. Pac. in E. 2381 quotes a rate of 20c on grain, grain products and flaxseed from Ft. William, Ont., when consigned to Cartier, Ont., for reshipment to stations in the United States for home consumption, effective Mar. 23.

C. M. & St. P. quotes an export rate of 24½c on wheat from Duluth, Minneapolis, St. Paul, Minn., and Superior, Wis., to Mobile, Ala., Galveston, Port Arthur, Texas City, Tex., New Orleans and Port Chalmette, La., effective Mar. 15.

M. St. P. & S. S. M. in Sup. 15 to 12552 quotes rates on grain and grain products from Minneapolis, St. Paul, Minn., Amery, Osceola, Rice Lake, St. Croix Falls, Frederic, Ridgeland and Reserve, Wis.; to eastern stations, effective Mar. 16.

Ill. Cent. quotes a rate of 13c on wheat, 11½c on corn, oats, rye and barley and 17c on flaxseed and screenings between Kiene and Quasqueton, Ia.; and Chicago and Peoria, Ill.; and a rate of 15c on wheat, 13½c on corn, oats, rye and barley and 18c on flaxseed and screenings between Kiene and Quasqueton, Ia.; and East St. Louis, Ill., effective Apr. 1.

C. R. I. & P. in 29329-A quotes rates on grain and seeds between Kansas City, St. Joseph, and Omaha, and its stations; also between Kansas City, St. Joseph and Omaha, and Iowa, Minn., and Wis. stations on connecting lines; effective Apr. 1.

Can. Pac. quotes the following rates on wheat, oats and barley (when milled at Toronto) from Fort William, Ont.; 24c to Poston, Mass., Montreal, Que., and St. John, N. B., and 25c to Halifax, N. S., effective state Feb. 16, interstate Mar. 16.

Vandalia in Sup. 5 to 25G names rules governing milling, mixing, shelling and transit privileges, also regulations governing allowances for transfer, weighing, stop off diversion and reconsignment of grain, effective Ind. Mar. 1, Ill. Mar. 20, interstate Mar. 20.

C. B. & Q. in Sup. 14 to 964-B quotes a rate of 7c on wheat and 5c on other grains between Chicago and Centerville, Mazonia, Torino, Coster, and South Wilmington, Ill.; and cancels the joint rate on cloverseed from Plainfield, Ill., to Chicago; effective Mar. 15.

C. B. & Q. quotes a rate of 20½c on corn, oats and barley and 24½c on wheat to shipside, Mobile, Ala., Gulfport, Miss., New Orleans, Port Chalmette and Westwego, La., and 30½c on corn and oats, 41c on barley and 34½c on wheat to shipside, Key West, Fla., effective Mar. 15.

M. & St. L. in Sup. 9 to 1650A quotes rates on wheat, corn, rye, barley and oats cleaned, blended, milled, mixed and shelled in transit from its stations in Ia., Minn. and S. D.; to Chicago, Peoria, Ill., Milwaukee, Wis., St. Louis, Mo. and stations taking same rates, effective Mar. 26.

San Antonio, Uvalde & Gulf, by permission of the Texas Railroad Commission, has extended the differential territory on grain and grain products to include its stations from Uvalde to Carrizo Springs, west to Jourdanton, except Gardendale, and also including Crystal City and Neeley; effective Feb. 20.

C. & A. quotes a rate of 9c on wheat and corn and 12½c on flaxseed between Louisiana, Mo.; and Chicago, Ill.; 7c on wheat and corn and 11½c on flaxseed between Louisiana, Mo.; and Peoria, Ill.; and 8c on wheat and corn and 9½c on flaxseed between Louisiana, Mo.; and St. Louis, Mo., effective Apr. 1.

Western Trunk Lines in Sup. 20 to Circular 1-J names seeds taking flaxseed rates and grain products taking grain rates; also establishes the rule that poultry and cattle feeds and mill feed from Chicago, Peoria, and Pekin, Ill., to Illinois points shall take the rates applying on wheat; effective Apr. 1.

M. St. P. & S. S. M. in Sup. 2 to 17815 quotes proportional rates on wheat, corn, rye, oats and barley from Minneapolis, St. Paul, Duluth, Minn., Superior and Ashland, Wis., also on grain products, cleaned, manufactured or malted at these stations; to its stations, Chicago, Ill., Manitowoc and Milwaukee, Wis., effective Mar. 16.

C. R. I. & P. in Sup. 25 to 19690-D quotes rates on grain, flaxseed, hemp and millet seed from its stations and connecting line stations in Nebraska, Kansas, Oklahoma and Arkansas to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and points in Alabama, Arkansas, Louisiana, Mississippi and Missouri, effective Mar. 26.

M. St. P. & S. S. M. quotes a proportional rate of 14c on flax, bran, hulls, screenings, flax refuse, millet and flaxseed from Minneapolis and St. Paul, Minn.; to Alton, Granite City, East St. Louis, Ill. and St. Louis, Mo.; also a proportional rate of 15c to Alton and East St. Louis, Ill., and 16c to St. Louis, Mo.; from Duluth, Minn. and Superior, Wis., effective Mar. 15.

C. R. I. & P. in Sup. 13 to 13207-F quotes rates on grain from Kansas City, St. Joseph, Mo., Armourdale, Atchison, Leavenworth, Kan., Omaha, Neb., and Council Bluffs, Ia., to connecting line stations in Ill., also to C. I. & S. stations in Ind., to Houghton, Ishpeming, Negaunee, Escanaba, Mich., and to Mann, Spencer, Unity, Colby and Abbotsford, Wis.; effective Mar. 25.

No. Pac. quotes a proportional rate of 10c on grain products, wheat, buckwheat, millet and flaxseed, flaxseed screenings and hulls, flax, bran and refuse and 7½c on barley, corn, elevator dust, grain screenings, malt, malt sprouts, mill refuse, oats, oat clips, oat hulls, rye, kafir and spelt from Duluth, Minn. and Superior, Wis., to Chicago, Peoria, Ill., Milwaukee, and Manitowoc, Wis., effective Mar. 15.

C. St. P. M. & O. quotes a proportional rate of 20c on wheat and buckwheat and 22c on flaxseed from Minneapolis, St. Paul, Duluth, Minn., Superior and Itasca, Wis.; to Pittsburgh, Pa.; also a proportional export rate of 24½c on wheat from Minneapolis and St. Paul, Minn.; to Westwego, La. (for export to Europe, Asia and Africa); also a proportional export rate of 19½c on bran, feed and screenings from Minneapolis, St. Paul, Stillwater, Duluth, Minn., Superior and Itasca, Wis.; to Mobile, Ala., Gulfport, Miss., Pensacola, Fla., New Orleans, Port Chalmette and Westwego, La. (for export except to Europe, Asia and Africa), and 29½c to Key West, Fla. (for export to Havana, Cuba), and an export rate of 24½c on wheat from Minneapolis and St. Paul, Minn.; to Mobile, Ala., Gulfport, Miss., Pensacola, Fla., New Orleans, Port Chalmette and Westwego, La. (for export except to Europe, Asia and Africa), effective Mar. 15.

Pure Food Prosecutions Conducted in New Way.

Food and drugs act prosecutions will be handled in a new way by the United States Department of Agriculture. When a manufacturer is suspected of violating the law, samples of his product in interstate commerce will be taken by the department's inspectors; and the manufacturer will be cited to be present at an ex-parte hearing. No information as to the hearing is made public.

Heretofore, however, in cases where, after a hearing, the department decided not to prosecute and placed the matter in permanent abeyance, no notice to that effect has been sent to the manufacturer. As a result, manufacturers whose cases were abated could not know where they stood in the matter until the statute of limitations had run. This was equivalent to putting a flaw in their titles, and as a result such manufacturer would find difficulty in selling his business or borrowing money and was forced to do business under a cloud.

Under the new plan the manufacturer will be immediately notified of the decision of the department not to prosecute on the basis of the particular sample taken in interstate shipment. This notice will simply mean that the particular case in question is no longer hanging over the manufacturer's head; but it will still leave him responsible under the food and drugs act for his goods in the future. The government's action in suspending prosecution for violation of the act will in no sense mean that the manufacturer's goods have been found to be pure, or that they are approved by the government.

I COULD not get along without the Grain Dealers Journal.—Fred Kalmbach, North Baltimore, O.

THE McCUMBER BILL was denounced as impractical by Boston grain men at a meeting Feb. 25. At present but 3,000 or 4,000 out of the 100,000 carloads of grain entering New England yearly are inspected; and six or seven men, located at a few important grain points, are able to do the work. As the McCumber bill would require every carload to be inspected, inspectors would have to be distributed all over the country for that purpose. It would be practically impossible to get enough competent men to do the work.

Grain Trade News

ARIZONA

Chandler, Ariz.—The Chandler Com's'n Co. has opened an office and will make a specialty of grain and flour.

ARKANSAS.

Hot Springs, Ark.—Logan & Bryan of Chicago have opened a branch office in this city with Louis A. Muller in charge.

Magnolia, Ark.—The Collin County Grain Co. has been granted a reversal and a new trial in its suit against A. O. Andrews and others, growing out of an attachment issued at the instance of the C. H. Couch Commission Co., against the Brown Grain Co. upon a carload of oats. The plaintiff, Collin County Grain Co., held the bill of lading issued to the Davidson Mill & Elevator Co. at Muskogee, Okla., and indorsed "Notify Brown Grain Co., Magnolia, Ark." While in transit the car was bot of Brown Grain Co. by plaintiff. The lower court erred in admitting evidence to show that the Brown Grain Co. was still the owner of the car at the time C. H. Couch levied on it under a claim for \$68.91.

CALIFORNIA.

Los Angeles, Cal.—The Gt. Western Mlg. Co. has just finished two large concrete tanks, divided into 9 bins, the total capacity amounting to about 1,000 tons. These are the first concrete tanks to be built in California. The cost was about \$15,000.

Los Angeles, Cal.—The Newmark Grain Co. of this city has asked the Interstate Commerce Com's'n to order the Sou. Pac. Ry. to build and maintain a public elvtr. in this city thru which Mexican grain can be handled. Examiner Aug. V. Gutheim will hear the petition.

CANADA.

Vegreville, Alta.—The farmers will build a 50,000-bu. elvtr.

Duck Lake, Sask.—E. S. Bowman is mgr. of the Duck Lake Mlg. Co.

Sudbury, Ont.—The Standard Hay & Grain Co., Ltd., incorporated; capital stock \$40,000.

Ft. William, Ont.—The Grain Growers Grain Co. will not build a mill here as has been reported.

Vanguard, Sask.—The largest and newest elvtr. at this station burned recently. The loss was heavy.

Saskatoon, Sask.—The Interior Grain Elvtr. Co. is reported to be planning the erection of several elvtrs. in this vicinity this summer.

Omamee, Ont.—When a chopping machine in the plant of Stephenson Bros. burst recently, Thos. G. Stephenson of the firm, who was near the machine, was instantly killed.

Fort Coquitlam, B. C.—The Smith-Davidson Flour Mills & Elvtr. Co. has been granted permission to build a large mill and elvtr. by the city council and plans have been perfected.

Carberry, Man.—The Carberry Mlg. Co. will take over the mill and elvtr. at this point. The Strong-Scott Mfg. Co., Ltd. are looking the plant over and many improvements will be made.

Regina, Sask.—The Oak Lake Mlg. Co. of Oak Lake, Man., has secured a site for a 300,000-bu. elvtr., 3,000-bbl. mill and 200-bbl. oat mill. A bag factory will also be built. The headquarters of the company will be moved from Oak Lake to this city. Malcolm Leitch is head of the company.

Didsbury, Sask.—The plant of the Maple Leaf Flour Co. was recently damaged by fire that practically wiped out the town. Repairs have been made and the company is again in operation.

Melfort, Sask.—The Canada West Grain Co. has been organized in this city with a capital stock of \$200,000. The company has bot a number of elvtrs. in this vicinity and will build others this spring.

Montreal, Que.—The Morrow Cereal Co. of Toronto, has opened an office in the Board of Trade Bldg. with Mr. Epstein in charge. Mr. Epstein was formerly with the Canadian Cereal & Flour Mills Co.

Winnipeg, Man.—Thos. L. Morton, member of the Grain Exchange and connected with Morton & Pierson, died recently. He was one of the pioneer grain men of the province and was located at Gladstone for some time.

Ottawa, Ont.—A protest against free wheat was presented to Premier Borden, W. T. White and Martin Burrell Feb. 27 by representatives of the Canadian milling interests, the Associated Boards of Trade of Ontario, the Lumbermen Ass'n and farmers of the province. Sec'y C. E. Watts of the Canadian Millers Ass'n said: The result of free wheat would be no mills north of Minneapolis and Duluth. It possibly might raise the price a little, but our total production last year was under 15,000,000 bus. and it was all used at home. The Americans have the advantage of low-priced Kansas wheat at the beginning of the season, while they would have our wheat product in the fall if the barrier were removed. The worst feature of all is that they would be able to flood our Eastern markets completely.

TORONTO LETTER.

S. H. Pitts & Co. have moved their offices into the quarters recently vacated by James Carruthers & Co.

F. Gordon, formerly local mgr. of the Western Canadian Flour Mills Co., is now head salesman for the Toronto Grain Co.

M. J. Wells, who has been with Stark Bros. & Co. in the grain trade for over 30 years, died Feb. 17. He was prominent in the grain trade and well known to the dealers of the northwest.

Geo. A. Galloway, employed as an accountant for the Western Canada Flour Mills Co., is alleged to have falsified his books to cover up a shortage of \$1,159 which he is said to have stolen from the company.

John L. Spink, pres. of the J. L. Spink Co., Ltd., and member of the Board of Trade, died recently at the age of 69. In 1877 he established the present firm at Fickering, where the milling plant still is, the head offices being in this city. He had been engaged in the grain and milling business for 37 years and was for several years treas. of the Board of Trade. Saml. Spink, his brother, is prominent in the grain trade at Winnipeg. He was ill only a few days and it is thot that the death of his son, D. M. Spink, who dropped dead at home five weeks ago, hastened the end. The son was associated with him in the business.

COLORADO.

Grover, Colo.—I have sold my interests here to Sam Brown of Sterling and expect to leave during April. Have nothing definite yet.—John N. Durbin.

IDAHO.

Pocatello, Ida.—The Farmers Society of Equity will build a warehouse, put in switch tracks and other facilities for handling grain, on the new property recently acquired by them. The headquarters of the society will be in this city from now on.

Pennewawa (no p. o.), Ida.—The grain warehouse of S. M. Smith & Co., containing 40,000 bus. of grain, burned recently. The loss was fully covered by insurance. An overheated stove was the cause of the fire. Three O. W. R. & N. freight cars also burned.

ILLINOIS.

Dundas, Ill.—J. L. Wright has succeeded J. L. Wright & Son.

Alton, Ill.—E. M. Sparks of the Sparks Mlg. Co. is a candidate for alderman.

Gilberts, Ill.—The J. H. Patterson Co. has succeeded the D. H. Haeger Est.

Foosland, Ill.—Robert Ritchie has succeeded Henry Noble as mgr. for Noble Bros.

Steward, Ill.—A. F. Conrad succeeded A. Coon as mgr. of the Farmers Elvtr. Co. Mar. 1.

Arnold, Ill.—Carl Khalor of Chapin is assisting Mgr. T. R. Cain of the Farmers Elvtr. Co.

Matteson, Ill.—Farmers are talking of building an elvtr. on the E. J. & E. at this point.

Symerton, Ill.—I now own the elvtr. of A. N. Hilton at this point.—Wm. Murray, Champaign.

Bushnell, Ill.—The Geo. W. Cole Grain Co. has succeeded Geo. W. Cole at this point and at Adair.

Anna, Ill.—Bruchhauser Bros. have been admitted to membership in the Illinois Grain Dealers Ass'n.

Prophetstown, Ill.—We have recently increased our capital stock from \$20,000 to \$25,000.—Mathis Bros. & Co.

Metamora, Ill.—Jos. Waldschmidt and Robt. Schneider have bot the grain business of H. J. Wykle.

Kemp, Ill.—S. Munson, A. T. and O. J. Moss have bot the elvtr. of Cuppey & Munson.—Munson & Moss.

Forest City, Ill.—The Forest City Grain Co. has installed a moisture tester and will buy corn by test in future.

St. Anne, Ill.—A. E. Skovbar has succeeded A. R. Tunks as mgr. of the Tegge Grain Co., Mr. Tunks having resigned.

Waverly, Ill.—A farmers elvtr. company is being organized at the new C. & A. cut-off, 7 miles northwest of this city.

Broughton, Ill.—D. A. Ruves is still owner of the elvtr. at this point but is now operating as the Broughton Roller Mills.

Herbert, Ill.—I will build a 16,000-bu. elvtr. on the C. & N. W. R. R., this spring.—Alfred Fowler, R. F. D. 2, Belvidere.

Victoria, Ill.—Richard Cox of Princeville has leased a site for an elvtr. and lbr. yard. The elvtr. will be erected this spring.

Dixon, Ill.—Lamson Bros. & Co. were the first tenants of the new Dixon Natl. Bank Bldg., moving into their new quarters Feb. 22.

Watseka, Ill.—I have sold my grain and coal business on the T., P. & W. to J. W. Gregory, who took possession Mar. 1.—O. L. Gray.

Newman sta. (La Salle p. o.), Ill.—Henry Funsinn is now mgr. for the Farmers Elvtr. Co. on the C. & N. W. R. R.—H. F. Caskey.

La Rose, Ill.—H. M. Taggart, receiver of the La Rose Grain Co., has been authorized by the courts to sell the three elvtrs. of the company.

Loami, Ill.—J. E. Gardner, agt. for Beggs, Lynd & Henneberry at Elkhart, has been transferred to the elvtr. of the company at this station.

Patoka, Ill.—We did not buy the grain business of J. E. Wasem as reported. Mr. Wasem is still in business.—Chas. E. Blankenship.

Elwood, Ill.—Negotiations are reported to be under way for the sale of the elvtr. of Wm. Schumacher to the recently organized farmers company.

Cowden, Ill.—S. S. Scovil & Co. sold their elvtr. at this station to J. Kelly of Edinburg, and I have leased it from him for a year.—S. S. Scovil.

Putnam, Ill.—J. L. George succeeds me as mgr. today (Mar. 2). I will go to Goshen, Ind.—F. J. Koerner, formerly mgr. Farmers Elvtr. Co.

Jenkins sta. (R. F. D. Clinton), Ill.—The Jenkins Grain Co., which lost its two elvtrs. by fire July 24, 1913, has rebuilt its plant and resumed business.

Osco, Ill.—The elvtr. of J. J. Hadley, for whom I have been agt. for 2 years, has been sold and possession will be given Apr. 1.—Elmer Lindburg.

Sidney, Ill.—Some time during the summer we will improve our elvtr. by adding ear corn dumps and installing a cleaner and sheller.—Sidney Grain Co.

Ritchey, Ill.—The Ritchey Co-operative Grain, Lbr. & Tile Co. has increased its capital stock from \$2,500 to \$5,000. Chas. Wilson has been appointed mgr.

Yuton sta. (Bloomington p. o.), Ill.—Arthur Beyer has resigned as mgr. of the Yuton Grain Co. and will become mgr. for the Hudson Grain & Coal Co. at Hudson.

Garrett, Ill.—Horton Bros. & Co. have leased the elvtr. of Collins & Co. and now operate houses at Atwood, Tolono, Pierson, Ficklin and Garrett, having 2 houses here.

Hudson, Ill.—Arthur Beyer, formerly mgr. of the Yuton Grain Co. at Yuton sta. (Bloomington p. o.), will succeed G. W. Hunt as mgr. of the Hudson Grain & Coal Co.

Five Points sta. (Wilkinson p. o.), Ill.—I recently built an elvtr. here on the C., Gt. W. R. R. and am now operating it. This station is on a siding 3 miles west of Sycamore.—Geo. Thompson, R. 1, DeKalb.

State Road (Ogden p. o.), Ill.—Geo. Osborne and Fred Peyton have bot the elvtr. of E. C. Sadorus, taking possession on Mar. 2. Mr. Peyton was formerly mgr. of the elvtr. of the Zorn Grain Co. at Ogden.

Cairo, Ill.—Final arrangements for the annual meeting of the Illinois Grain Dealers Ass'n, were discussed at a recent meeting of the business men of this city and Pres. Metcalfe and Sec'y Strong of the ass'n.

The Southern Illinois Millers Ass'n has chartered the steamboat "St. Louis" for its annual meeting and will start from St. Louis, Mo., June 9, going up the Tennessee river to Waterloo, Ala. All meetings will be held on board. The cost of the trip will be nominal and it will take about a week's time.

Roseville, Ill.—Some one wanting feed, in small lots, broke into the elvtr. and stole a few oats. They evidently intended to shut the valve on the spout, but did not close it tight and about 250 bus. of oats ran out during the night. We cleaned them up in the morning and only lost a few bus.—Pratt & Pratt.

Rossville, Ill.—The Rossville Grain & Coal Co. has traded its elvtr. at this station to Geo. L. Merritt at East Lynn. L. N. Singleton, who has been mgr. here, will go to the new house and take charge. L. N. Singleton and Guy W. Merritt formerly owned the Rossville company.

East Lynn, Ill.—The elvtr. of Merritt & Wierman at this station has been traded for the house of the Rossville Grain & Coal Co. at Rossville. G. W. Merritt does not know what he will do as yet, but Mr. Wierman, who has been mgr. of the elvtr., will go to Washington. L. N. Singleton, mgr. of the Rossville Co., will be mgr. of the elvtr. here.

Lincoln, Ill.—The farmers of this vicinity are planning to build a \$60,000 all steel and concrete elvtr. on the C. & A. The house is to be equipped with a drier, and will be primarily a transfer house. It will be easily accessible to the Ill. Cent. R. R., which has a switch spur running near the site, and the Ill. Traction System's tracks are only 20 ft. distant.

Chillicothe, Ill.—Burglars gained entrance to the office of W. W. Dewey & Co., Feb. 24, by breaking a pane of glass in a window and unlocking it. The safe had not been locked and the thieves pried open the strong box, securing \$18.50. Not content with this booty, they forced the doors of the elvtr. and stole a quantity of oats and cracked corn, going out another door of the elvtr., leaving it open.

Bloomington, Ill.—Dale Dugan, 16 years old, a messenger boy for the Hasenwinkle Grain Co., is alleged to have disappeared with \$286.50 belonging to the company. On Feb. 20, he was sent to the bank to deposit \$25 in currency and an endorsed draft for \$276.50. He is said to have cashed the draft instead of depositing it and to have failed to return to the office, nor has he been seen since. A warrant for his arrest has been issued.

Decatur, Ill.—C. P. Cline has been connected with the brokerage dept. of the Evans Elvtr. Co. for the past 3 years, but there never was a firm name of "Cline & Evans," as has been reported. All of the business was done under the name of Evans Elvtr. Co. Mr. Cline has now opened a brokerage office of his own under the name of C. P. Cline & Co., and the Evans Elvtr. Co. brokerage dept. will continue to be operated under the name of Evans Elvtr. Co. and I will be mgr.—T. L. Evans of Evans Elvtr. Co.

CHICAGO NOTES.

The J. Rosenbaum Grain Co. has enlarged its offices.

Harry L. Winters will represent the Thomson-McKinnon Co. in the corn pit.

Sam'l W. Allerton, a well known member of the Board of Trade, died recently.

Robt. Leetch, traveling representative for Ed. H. Farley, has resigned and will become a farmer.

The old plant of the Consolidated Brewing & Malting Co. has been sold to Henry R. Pratt, who will remodel it into a factory building.

Mrs. A. W. Lloyd, wife of A. W. Lloyd, long a member of the Appeals Com'te of the Illinois Grain Inspection Dept., died Mar. 5 at the age of 64.

CHICAGO CALLERS: J. J. Overmeyer, Kouts, Ind.; S. W. Strong, sec'y Ill. G. D. A., Urbana, Ill.; C. A. McCotter and Fred Brier, Grain Dealers Fire Ins. Co., Indianapolis, Ind.; Sec'y Chas. B. Riley, Ind. G. D. A., Indianapolis, Ind.

W. A. Fraser Co. on Mar. 10 filed a voluntary petition in bankruptcy in the federal courts and O. E. Williams, who was formerly vice-pres. of the company, has been appointed receiver. The only reason for the company's action was to protect its creditors. The assets are double liabilities.

Two men were injured and several other narrowly escaped being hurt, when a huge block of ice and snow in the ruins of the Minnesota Annex Elvtr., burned Feb. 7, fell to the tracks where cars were being filled with salvage grain. Fortunately the accident occurred a few moments after the men had quit work for the day.

Henry Rumsey of Rumsey & Co. is again on 'change, after having been confined in his home with scarlet fever for some time.

Applications for membership in the Board of Trade have been made by Oliver D. Mosser, Leo A. La Rocque and Wilbur F. McWhinney. Members admitted are J. Fleischman, J. Stoddard Johnston, Jr., Wm. Legner and Thos. A. Harney. The memberships of Frank M. Thayer, Harry J. Renn and Melborn McFarlin have been posted for transfer. Memberships are selling at \$2,300 net to buyer.

Cassius M. Fairman, with Walters Bros., was killed Feb. 28, when he was run over by the "Overland Special" of the C. & N. W. Ry. Co. His death is surrounded by mystery and no solution has been found. In the afternoon he left the offices in the Board of Trade, telling his uncle, John G. Walters, that he was going to Omaha to meet his fiancée, Miss Elizabeth Davidson. Late that night his body was found ground to pieces on the tracks of the C. & N. W. 25 miles from the city. The engineer of the train that ran over him says that he was lying on the tracks with his head on one rail and feet on the other, just beyond a curve, and the train could not be stopped in time to save him. His accounts are reported to be in good condition. It is held by his friends that he was murdered and the body placed on the tracks to hide the crime. No solution of the matter has been reached.

Com'sner Meyer of the Interstate Commerce Com's'n recently rendered the following decision on the complaint of the Board of Trade against the A., T. & S. F. and four other carriers: The failure of the 5 defendant carriers to absorb the switching charges on grain from non-competitive points, delivered to Chicago industries off their line while absorbing such charge in the cases of other commodities according to the terms of the Lowrey tariff does not constitute unlawful discrimination. The com's'n believes, however, that the defendants may fairly be expected to absorb the charges on grain for local delivery, that outbound rail carriers should continue their present practice of absorbing on grain taken by them from Chicago to destinations beyond, and that the switching charges on grain moving out by lake, should be the subject of arrangement in the charter agreement between the shipper and the boat. No order is made in the case, therefore, but it is left open for such further action as the com's'n may deem proper.

SPRINGFIELD LETTER.

The state highway com's'n has decided that it will buy all the cement used to build "Illinois State Aid Roads." A. D. Gash, chairman, in making the announcement said: "We believe the com's'n's plan to purchase the cement will give the small contractor who cannot afford to buy in great quantities an equal chance with the big operator who can. Whenever a contractor bids on constructing a piece of road we will deduct from his bid the cost of cement. I believe also that our plan will insure good materials and better construction."

At an informal hearing Mar. 4 by Commissioner Funk on regulation of country elvtrs. under the Public Utilities Act, S. W. Strong, sec'y of the Illinois Grain Dealers Ass'n, suggested the following rules and regulations. "The dealer should take out a license. He should give bond for \$10,000 with approved security. All grain stored should be kept in separate bins. He should not be allowed to ship stored grain. All dealers should be required to keep a uniform system of books for the inspection of the Commission." It was the opinion of those present that the storing of grain, whether for compensation or free of charge, is one of the worst dangers besetting the grain trade. One of those present said: "I believe there is a law which forbids a dealer doing both a 'public' and a 'private' elvtr. business and if such is the case the storage problem would be solved." The meeting adjourned subject to call of Commissioner Funk.

The reports in the grain rates hearing before the Public Utilities Com'n have been completed Feb. 27 and the railroads have been given until Mar. 20 and the grain dealers until Apr. 8 to file briefs. The railroads also have until Apr. 8 to file the reply.

INDIANA.

Windfall, Ind.—A farmers elvtr. company is being organized. J. A. Butner is interested.

Winchester, Ind.—Goodrich Bros. Hay & Grain Co.'s new 500-bu. Ellis Drier is now in operation.

Hoover, Ind.—I have installed a new gasoline engine in my elvtr.—F. P. McFadden, Twelve Mile.

Gary, Ind.—Thomson & McKinnon have opened a branch office at this point with W. O. Kennedy in charge.

Twelve Mile, Ind.—The 72 ft. corn crib which I recently built at my plant is filled with corn.—F. P. McFadden.

Nora, Ind.—Burglars recently entered the elvtr. of F. T. Hinshaw & Son at this station.—R. J. Follett & Co., Carmel.

Culver, Ind.—The cupola of the elvtr. of the Castleman-Williamson Co. recently caught fire from an overheated journal.

Brems, Ind.—My elvtr., which I now own and operate myself, was formerly owned by the Travis-Emmick Co.—W. S. Pulver.

Bloomington, Ind.—The Bloomington Mlg. Co. has installed electric power, and will remodel the old engine room into an office.

Columbia City, Ind.—We are remodeling our milling plant from reels to sifters.—E. M. Hanson, sec'y-treas., Columbia City Mill & Elvtr. Co.

Evansville, Ind.—The Akin-Erskine Mlg. Co. has been made defendant in a suit brought by Wm. Wyatt, for the loss of a finger while working in the plant. He asks damages of \$1,000.

Plymouth, Ind.—G. L. Guyatt has taken over his partner's interest in the Plymouth Grain Co. and will conduct the business himself. M. D. Steinger has withdrawn from the company.

Lawrenceburg, Ind.—The Squibbs Distilling Co. will build an \$80,000 concrete elvtr. 100 ft. high. Plans are now being drawn for the building which will contain a complete power plant.

Noblesville, Ind.—C. B. Jenkins, mgr. of the Noblesville Mlg. Co., is now in a sanitarium at Martinsville, where he is taking special treatments. He has been in poor health for sometime.

Anderson, Ind.—We will install a motor for power and do away with our gas engine. We will also put in new corn and wheat dumps and move our scales.—Fred D. Wright, Wellington Mlg. Co.

Evansville, Ind.—Sidney O. Grimm, a Warrick county farmer, has filed suit against the Phoenix Flour Mill Co., demanding \$20,000 damages. Grimm, who was a wheat buyer for the company, recently was arrested on a charge of embezzlement and was acquitted.—C. L.

Carmel, Ind.—We do not believe that any one was in our plant Feb. 9, as has been reported. Some one did throw a brick thru the window and broke the sash, but evidently failed to get in. Burglars went thru the Monon station, however.—R. J. Follett & Co.

Montpelier, Ind.—The elvtr. of the Montpelier Mill & Grain Co., containing 1,000 bus. of wheat, burned at 8 a. m., Feb. 27; loss, \$15,000; insurance, \$8,000. The fire started from a defective flue, the stove having become overheated. F. E. Haller was mgr. Checks and currency amounting to \$400 in the office could not be saved and were burned. S. T. Haller was slightly injured while helping his father.

Goshen, Ind.—Postmaster Gen. Burleson has withdrawn the privileges of the mails from Johnson & Co. and the Interstate Hay Co., which were lately found guilty of conducting fraudulent operations in the sale of grain, hay and straw.

INDIANAPOLIS LETTER.

J. H. Genung of the American Hominy Co. was married recently to Miss Hilda Klingholz of this city. The honeymoon will be spent in Europe.

Effective Mar. 26 a charge of \$1 per car will be made when cars owned and furnished by the shippers for loading on exclusive industrial sidings are moved with the motive power of carriers to another location on same tracks for unloading. A charge of \$2 per car will be made when the cars are furnished by the carriers.—R. R. Hargis, traffic mgr. Board of Trade.

The governing com'te of the Board of Trade has decided to declare a dividend of 1½% on all outstanding common stock and to retire \$3,000 worth of the outstanding preferred stock. They also decided that a sum equal to \$2 a member should be passed to the credit of the mortuary fund. Otto H. Lieber has been elected a member of the com'te.—C. L.

The first bulletin of the new traffic dept. of the Board of Trade was issued Mar. 6, and extended a general invitation to members of the exchange to make suggestions that will aid in making the service of the dept. of value to them. A tariff file is being installed which will be extended as promptly as possible to meet the requirements and the dept. will endeavor to post members of vital changes in the rates, rules and practices of carriers. A claim dept. has been established to facilitate the settlement of claims.

R. R. Hargis, traffic manager for the Indianapolis Board of Trade, has announced that his organization will promulgate a new uniform daily grain manifest for the use of all the railroads entering Indianapolis. All the roads have agreed to use it. The Indiana statutes force the carriers to post a manifest of all cars of grain in order that they may be properly inspected. The principal trouble has been that the manifests have not indicated the location of the cars and the inspectors have had considerable trouble finding them.—C. L.

J. Keavy, com's'ner of the freight and traffic division of the Chamber of Commerce, was in Washington recently representing his organization before the Interstate Commerce Com'n at which time several questions were taken up, including whether the carriers shall be permitted to charge for switching carload traffic to and from side tracks in addition to charging the tariff rates for shipments. Practically all elvtr. men in Indiana are vitally interested in this matter and are protesting vigorously against the proposed charge. In its protest the Chamber of Commerce expressed the belief that "the present level of rates in the official classification territory yields to the railroads sufficient and adequate revenues if properly conserved."—C. L.

The governing com'te of the Board of Trade, adopted Mar. 2, a resolution opposing Senate Bill No. 120, introduced in Congress by Senator McCumber. The com'te states that as the majority of the Boards of Trade and grain dealers in general are opposed to the bill, which they allege will make the handling of grain slow and cumbersome and as there now is a com'te appointed by the grain boards to co-operate with the Dept. of Agriculture for the standardization of grain, the following resolution has been adopted: "that this Board of Trade is opposed to the enactment of Senate Bill No. 120, and is opposed to legislation providing for and requiring inspection by the United States. That we favor the enactment of proper legislation for Federal standardization and supervision of inspection of grain; and we favor legislation authorizing and empowering the Dept. of Agriculture to establish the same."

IOWA.

Mediapolis, Ia.—Foster & Co. have sold their elvtr.

Alta, Ia.—C. J. Parker is now mgr. for E. A. Brown.

Ledyard, Ia.—The Wheeler Grain Co. has installed a moisture tester.

Valeria, Ia.—John Gannon has let contract for an elvtr. at this point.

Hull, Ia.—D. N. Vander Kooi is now mgr. for A. H. Betts at this station.

Sheldon, Ia.—The Northwestern Mgrs. Ass'n will meet in this city Mar. 18.

Archer, Ia.—The Archer Grain Co. will build a 40,000-bu. elvtr. this spring.

Denison, Ia.—Farmers are interested in the organization of an elvtr. company.

Albert City, Ia.—Farmers are interested in the organization of an elvtr. company.

Brandon, Ia.—The Brandon Co-operative Exchange has completed its 12,000-bu. elvtr.

Germania, Ia.—The Farmers Elvtr. Co. has installed an adding machine in its office.

Armstrong, Ia.—E. O. Helgason has bot the elvtr. of the Western Elvtr. Co. at this station.

Sutherland, Ia.—Robt. Moorhead is now mgr. for Metcalf & Cannon, succeeding John Innes.

Sac City, Ia.—E. S. Long on Mar. 1 succeeded D. M. Manger as mgr. of the Farmers Elvtr. Co.

Rockwell City, Ia.—S. J. Willis will succeed Oliver Michaels as mgr. for the Farmers Elvtr. Co.

Hawarden, Ia.—Fred Finnie has succeeded A. E. Anderson as buyer for the McCaull-Webster Elvtr. Co.

Lenox, Ia.—The S. E. Wainwright Lbr. Co. has installed a Mattoon Combined Cleaner and Car Loader.

Bagley, Ia.—H. W. Pollock & Co., Manning, Ia., have bot the elvtr. of the P. S. Dennis Co.—E. C. Phipps, mgr.

Essex, Ia.—We have just installed an automatic scale as a remedy for grain shortage.—A. M. Stearne & Sons.

Hanna sta. (Luverne p. o.), Ia.—The residence owned by the Kunz Grain Co. and occupied by its agt. burned recently.

Dysart, Ia.—H. P. Jensen has succeeded Will Milne as mgr. of the Tama-Benton Grain Co. Nick Hansen will assist him.

Halbur, Ia.—The Farmers Elvtr. Co. recently incorporated with a capital stock of \$20,000 and has let contract for an elvtr.

Conroy, Ia.—Nate Mercer, sec'y and mgr. of the Hilton Lbr. & Grain Co., has resigned and will manage an elvtr. at Arlington.

Dunkerton, Ia.—Geo. Kleckner has bot a half interest in my elvtr. and we will operate as Agnew & Kleckner.—A. G. Agnew.

Sloan, Ia.—Geo. S. Jeffrey has succeeded the late C. G. Messerole as sec'y of the Co-operative Farmers Mutual Ins. Ass'n of Iowa.

Stockport, Ia.—The elvtrs. at this station and at Hillsboro will now be operated under the name of Yost & Workman.—Harlie Yost.

Hubbard, Ia.—Two electric motors have been installed in the elvtr. of the Farmers Elvtr. Co. and the house is now operated by electricity.

Garner, Ia.—I have succeeded A. N. Moore as mgr. of the Farmers Co-operative Society. We expect to build a lumber shed as soon as the weather permits. We will also build a larger office.—F. H. Barnes.

Ringsted, Ia.—John Peterson has succeeded Carl Bonnicksen as asst. mgr. at the elvtr. of the Farmers Grain & Produce Co.

Rands sta. (Rockwell City p. o.), Ia.—The recently organized Farmers Elvtr. Co. will handle lumber and building material in addition to grain.

Des Moines, Ia.—Wm. Crerar, traveling representative for Taylor & Patton Co., recently fell and broke his leg when he slipped on an icy walk.

Rockwell, Ia.—We have installed a motor in our elvtr. and now have electric lights in the elvtr., lbr. sheds and warehouses.—Farmers Inc. Society.

Paton, Ia.—We sold our elvtr. to the S. E. Squires Grain Co. of Des Moines, possession to be given Apr. 1.—C. J. Ristvedt, of John Ristvedt & Son.

Lester, Ia.—A spark from a defective flue set fire to the roof of the elvtr. of Wm. Lauck recently. The blaze was discovered in time to save the house.

Eagle Grove, Ia.—Lou Fisher, mgr. of the Farmers Elvtr. & Sply. Co. for 7 years, who resigned a year ago, again took charge of the house Mar. 1.

Armstrong, Ia.—The report that the elvtr. of the Rippe Grain & Mfg. Co. had been sold is incorrect. The elvtr. is still the property of the old company and is operated by it.

Joyce, Ia.—C. G. Arneson has succeeded Ed. S. Stene as mgr. for the Farmers Co-operative Ass'n. This is the second time that Mr. Arneson has been mgr. for this company.

Stanhope, Ia.—O. M. Wood, of Ackley and Allison, has succeeded Henry Jacobson as mgr. for the Farmers Elvtr. & L. S. Co., Mr. Jacobson retiring on account of ill health.

Bode, Ia.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: H. C. Olson, pres.; A. Simmons, vice-pres.; O. Grefstad, sec'y, and P. Kiersch, treas.

Malcom, Ia.—Fred Murphy was elected pres. of the Farmers Elvtr. Co. at its recent annual meeting. Other officers are L. M. Verbeck, vice-pres.; Wm. McClure, sec'y, and S. L. Royce, treas.

Luzerne, Ia.—The elvtr. of the Luzerne Merc. Co. will be equipped with lightning rods, a new galvanized roof will be put on the warehouse, a new salt house will be built and other improvements made.

Burlington, Ia.—Norman Tolliver, a negro, was recently arrested for stealing grain doors from the C. B. & Q. Ry. Co. Tolliver claimed that the doors were given to him by a "straw boss" in the yards.

Fulton, Ia.—The elvtr. of Ed Brown has been closed temporarily, on account of market conditions. The house is full of barley already cleaned and ready for shipment, but it will not be sent out for some time.

Osage, Ia.—The new Osage Grain & Sply. Co. will have a capital stock of \$10,000 with a paid-up capital of \$4,000. The company has bot the elvtr. of the Western Elvtr. Co. for \$2,800, and will take possession Mar. 10.

Manilla, Ia.—T. N. Case has succeeded Geo. Deter as mgr. for the Neola Elvtr. Co., Mr. Deter having resigned to travel for the Wright & McWhinney Co. of Des Moines. Mr. Case was formerly agt. for the same company at Aspinwall.

Burlington, Ia.—E. J. Weise, who has been in charge of the local office of the Western Elvtr. Co., has also been appointed mgr. of the B. & M. Elvtr. recently leased by the company and will manage the elvtr. as well as the local business.

Watkins, Ia.—Lammers & Volz, of Cedar Rapids, have bot the elvtr. of the Iowa Grain Co., completed last April. We have installed a manlift, automatic hopper scale, car loader and new conveyor belt in our elvtr.—Watkins Grain Co.

Algona, Ia.—While Mr. Besha was absent from the elvtr. office of Bowles, Billings & Kessler, Feb. 5, some one took the opportunity to rob it. Mr. Besha says that he was only gone 40 min. and believes that the thief was waiting for his chance at the time.

Cedar Rapids, Ia.—The Jackson Grain Co., whose elvtr. burned Aug. 22, 1912, has leased the plant of the Cedar Rapids Mfg. Co. for a number of years. The plant includes a 100,000-bu. elvtr. and improvements will be made. They will operate as the Cereal Products Co.

Hinton, Ia.—W. H. Glover, mgr. of the Farmers Elvtr. Co., was seriously injured Feb. 19, when he was crushed between 2 loaded grain cars on a siding near the elvtr. A switch engine backed down to pick up the cars and he was caught between the bumpers. It is feared that he will not recover.

Des Moines, Ia.—The Taylor & Patton Co. recently leased the old 250,000-bu. terminal elvtr. of the starch works and will overhaul it, installing new machinery and making it thoroly up-to-date. It will be used as a terminal house and will be equipped to clean and handle from 25 to 50 cars of grain per day.

Sioux City, Ia.—The directors and stockholders of the Terminal Elvtr. Co. held a meeting Feb. 28, and after thoro discussion decided not to sell the elvtr. of the company as had been planned. The pres. of the First Natl. Bank, which holds the bonds of the company, advised that it would not press payment and the directors have been empowered to lease the house. F. M. Pelletier was elected pres. to succeed H. J. Hutton, who resigned.

Garwin, Ia.—The annual report of the Farmers Elvtr. Co. shows that the company handled 159,300 bus. of corn, 107,457 of oats, 4,500 of barley and 2,210 bus. of wheat, or a total of 273,467 bus. of grain, valued at \$122,393.69. Cobs brot in \$32.50 and the total receipts were \$181,290.31. The total number of cars of grain shipped was 162, and included 108 of corn, 50 of oats, 2 of barley and 2 of wheat.—V. S. Beal, mgr.

Waukon, Ia.—The elvtr. of Minert & Nagel, containing 3,000 bus. of grain, clover and timothy seed and 25 tons of hard coal, burned at 9:15 p. m., Feb. 22; loss, \$18,000; insurance, \$6,300. The fire had gained such headway when discovered that nothing could be done to save the building. The office safe withstood the heat and when dragged from the ruins and opened showed the records and papers of the company unharmed. The elvtr. will probably be rebuilt.

Yorkshire, Ia.—The elvtr. of the Neola Elvtr. Co., containing 5,000 bus. of oats, 1,000 of corn, 600 of wheat and 600 bus. of barley, burned at 10 a. m., Feb. 20, the blaze being due to a defective flue. The loss is reported covered by insurance. The fire was not discovered until smoke began to issue from the top of the elvtr. and by that time the fire had gained such headway that nothing could be done to save the building. The grain that remained after the fire was sold for \$200.

Wellsburg, Ia.—The elvtr. of John Tjaden, operated by M. H. Tjaden and containing 30,000 bus. of oats, 3,000 of corn and 2,000 bus. of barley, burned at 9 a. m., Feb. 23; total loss, \$18,000. M. H. Tjaden lost \$12,000, with \$6,000 insurance, John Tjaden losing about \$7,000, with \$4,500 insurance. Part of the grain in the building at the time was stored by farmers and is a total loss as no insurance was carried on the stored grain. The fire is believed to have started from a defective chimney, the blaze being discovered in a small attic above the office thru which the chimney extended. The entire building was a mass of flames a few moments after the fire was discovered. An empty box car on a side track burned but a car loaded with grain was pulled to safety. It is thot that about 15,000 bus. of oats can be salvaged. The elvtr. will probably be rebuilt.

The Iowa state law governing the sale of coal by weight and requiring duplicate scale tickets be given to each purchaser is as follows: "It shall be unlawful to sell or offer to sell in this state any coal, charcoal, or coke in any other manner than by weight. No person, firm or corporation shall deliver any coal, charcoal, or coke, without each such delivery being accompanied by a delivery ticket and a duplicate thereof, on each of which shall be in ink or other indelible substance, distinctly expressed in lbs., the gross weight of the load, the tare of the delivering vehicle, and the net amount in weight of coal, charcoal or coke contained in the cart, wagon, or other vehicle used in such deliveries, with the name of the purchaser thereof and the name of the dealer from whom purchased. One of these tickets shall be surrendered by the person in charge of the load to the inspector upon demand, for his inspection, and a ticket or weight slip issued by the inspector, when the inspector desires to retain the original, shall be delivered to the purchaser of the coal, charcoal, or coke, or his agt. or representative, at the time of the delivery of the fuel; and the other ticket shall be retained by the seller of the fuel. When the buyer carries away the purchase, a delivery ticket, showing the actual number of lbs. delivered, must be given to the purchaser at the time delivery is made. The com's'ner or any of his assistants, or inspectors, are hereby empowered to compel the party or parties having charge of such coal, charcoal or coke to bring same on demand to a scale designated by the com's'ner or his assistant or inspector and weighed for the purpose of proving the true net weight of the article or commodity."

KANSAS.

Penokee, Kan.—Farmers are organizing to build an elvtr.

Downs, Kan.—The Farmers Union is organizing an elvtr. company.

Hays, Kan.—Schylor & Arnold have bot the elvtr. of C. M. Cox.

Seneca, Kan.—Roop & Else have installed a mill for grinding feed.—M.

Wilmore, Kan.—T. C. Pepperd is the new pres. of the Farmers Elvtr. Co.

Scandia, Kan.—John Botts has bot the elvtr. of the Grubb-Hamacher Grain Co.

Liberal, Kan.—I am now working for the Liberal Elvtr. Co.—John L. Bridges.

Hackney, Kan.—We are repairing our elvtr. at this point.—Arkansas City Mfg. Co.

Plains, Kan.—The Equity Exchange has hot a site and will build a 30,000-bu. elvtr.

Shady Bend, Kan.—I will operate as the Shady Bend Mill & Power Co.—O. V. Stewart.

Jewell, Kan.—I have bot Mr. Cheers' interest in the business of Hill & Cheers.—H. E. Hill.

Miltonvale, Kan.—A farmers elvtr. company is being organized. C. O. Hugos is interested.

Florence, Kan.—H. S. Lincoln will build a combined elvtr., feed and hay barn this season.—M.

Wellsville, Kan.—S. E. Hunt has succeeded C. A. Smith as mgr. for the Star Grain & Lbr. Co.

Horton, Kan.—I have bot the elvtr. of C. E. Sheldon.—W. T. Graham, formerly agt. for Sheldon.

Hutchinson, Kan.—The Wm. Kelly Mfg. Co. has let contract for a \$6,000 brick addition to its plant.

Elyria, Kan.—We have bot the elvtr. of the Moundridge Mfg. Co.—V. A. Study, sec'y Farmers Elvtr. Co.

Pittsburg, Kan.—The Pittsburg Elvtr. Co. has let contract to the P. H. Pelkey Constr. Co. for an elvtr. and warehouse to replace the plant burned Nov. 26.

Wichita, Kan.—L. R. Hurd has bot the Board of Trade membership of Paul Noble and now has 2 memberships.

Home, Kan.—Robert J. Lewis has let contract for a 12,000-bu. elvtr. to A. F. Roberts, work to begin at once.

Lawrence, Kan.—Our elvtr. at North Lawrence will be only a small unloading station.—Bowersock Mlg. & Power Co.

Manhattan, Kan.—New tempering bins and up-to-date machinery are being installed in the elvtr. of the Purity Mlg. Co.

Aulne, Kan.—J. C. Wilkins of El Dorado has bot the mill and elvtr. of F. A. Hill, operated as the Hill-Williamson Mlg. Co.

Logan, Kan.—Our officers are C. E. Brasted, pres.; L. W. Slinker, sec'y, and F. D. Becker, mgr.—Farmers Union Merc. Co.

Leavenworth, Kan.—R. W. Denton, formerly of Denton Bros., and an associate of his father in the grain business here, died recently.

Nettleton, Kan.—The Farmers Co-operative Co. has been organized to build an elvtr. A. Abrahamson and Wm. Boyd are interested.

Hays City, Kan.—E. C. Allen has resigned as engineer of the Hays City Mill & Elvtr. Co. He has been succeeded by Walter Paul.

Harris, Kan.—Pattie & Turrell are making a decided improvement in their elvtr. by replacing the shingle roof with a good iron one.—M.

Greensburg, Kan.—The Farmers Grain & Supply Co. has been reorganized. H. E. Stewart and Geo. Dirks are members of the directorate.

Hamlin, Kan.—It is stated that one of the elvtrs. at this station has been ordered moved from the G. I. right of way.—W. R. Browning, Padonia.

Greensburg, Kan.—The Kansas Flour Mills Co. is installing a Richardson Automatic Scale and will make many improvements in its plant.

Yocemento, Kan.—We have moved our elvtr. from Monument to this station and will operate it here.—Hays City Mlg. & Elvtr. Co., Hays City.

Oneida, Kan.—I have bot the elvtr. of H. R. Sheldon, taking possession Mar. 1.—Geo. E. McFarland, formerly agt. Arkansas City Mlg. Co. at Corwin.

Belle Plaine, Kan.—Leonard Knox, son of Clark Knox, formerly in the grain business at this station, died in the local hospital recently of heart trouble.

Wichita, Kan.—Mrs. C. A. Wallingford, wife of Chas. Wallingford of the Wallingford Bros. Grain Co. died recently from the effects of an operation for appendicitis.

Larkinburg, Kan.—We have about completed our elvtr. and feed house. The plant is equipped with Sidney Smith Machinery.—J. W. Brown, agt. Western Elvtr. Co.

Cuba, Kan.—A. C. Klauman & Co. have remodeled their elvtr. and built a detached power house. The old steam plant has been dismantled and a gasoline engine installed.—M.

Glasco, Kan.—The Glasco Grain Co. has let contract to A. F. Roberts for an up-to-date 35,000-bu. elvtr., work to begin at once. The house will replace the present elvtr.

Wichita, Kan.—This exchange has declared itself in favor of the McCumber bill and instructed its Senators and Representatives to support same.—Jas. H. Sherman, Sec'y Board of Trade.

Lawrenceburg sta. (Hollis p. o.), Kan.—The elvtr. at this station has been closed indefinitely. The man who owns it has gone to Florida to live.—Chas. Mather, mgr. Clyde Mill & Elvtr. Co., Clyde.

Nashville, Kan.—J. C. Edsall, mgr. of the Miller Grain Co. at Clyde, Okla., has been transferred to the elvtr. of that company at this station. This house has been closed since Fred Madder resigned as mgr. several months ago.

Hutchinson, Kan.—L. H. Pettit, formerly owner of the Rock Island Elvtr., which was struck by lightning and burned to the ground, July 18, 1913, has decided to again enter the grain business, and has opened offices in the Hoke Bldg.

Coldwater, Kan.—The following officers were elected at a recent meeting of the Farmers Grain, L. S. & Merc. Ass'n, at which a reorganization of the company was effected: D. F. Parcel, pres.; James Hadley, vice-pres.; Ed. Weymert, sec'y-treas.

Larned, Kan.—A permanent organization of the mgrs. of the farmers elvtrs. companies of Pawnee and adjoining counties was perfected at a recent meeting with Albert H. Johnson, mgr. Farmers Grain Co., Burdett, pres., and Perry S. White, mgr. of the Frizell Farmers Grain & Supply Co., sec'y-treas.

Ellsworth, Kan.—The Ellsworth Mill & Elvtr. Co. recently discovered that more than 50% of sand had been mixed in a lot of wheat it had bot thru a grain firm. The sellers are now investigating the matter and the elvtr. company is aiding them to locate and punish the farmer who is alleged to be responsible for the addition of the sand.

Caldwell, Kan.—A car of soft wheat on a side track of the Caldwell Mill & Elvtr. Co. was broken into recently and a quantity of the wheat stolen. Mgr. J. E. Damen found a large black and white dog sitting by the car when he came to work in the morning and was unable to drive him away, the dog apparently thinking his master was in the car. About dark, however, the dog gave up the watch and started for home. The elvtr. force followed him and found the negro owner of the dog with the stolen grain. The negro was fined \$25 and costs.

Concordia, Kan.—The Farmers Mill & Elvtr. Co. has recovered from the loss of its plant by fire Oct. 3 and has increased its paid up capital to \$15,000. We have rebuilt the plant better than before and have resumed business with renewed vigor. The R. M. Van Ness Construction Co. built the new house and built it well. It is equipped with Van Ness Safety Manlift, Van Ness Non-Chokable Boot and Van Ness Patent Overflow Distributor. It is run by electric power. Besides the elvtr. there is a feed mill. Mgr. Jno. W. Taylor has been hired for another year at an increase in wages.—P. M. Murdock, pres.; Gust Palmquist, sec'y.

Abilene, Kan.—The 2nd annual convention of the Farmers Grain Dealers Ass'n of Kansas, will be held in this city Mar. 10 to 12. Among the addresses will be the following: "Profitable Lines for Co-operative Companies to Handle," by R. A. Lough, Osborne; "Distribution of Profits," by G. D. Estes, Stafford; "Registration of Feedstuffs and the Law Governing It," by L. A. Fitz of the Feeds Dept. of the state agricultural college; "Grain Inspection," by State Inspector Ross, Topeka, and an address by Prof. J. H. Miller, a director of the extension dept. of the state agricultural college. A directors' and a mgrs.' round-table will be conducted by J. B. Brown of Larned and Sheldon Frey of Sylvan Grove. Matters of vital interest will be discussed.

KENTUCKY.

Louisville, Ky.—The Farmers Fertilizer Works will build a large elvtr. and will equip it with the latest machinery for handling grain.

LOUISIANA.

Crowley, La.—We have succeeded the Crowley Warehouse & Feed Co.—Matthews Feed & Storage Co., per C. F. Matthews.

MARYLAND.

Laurel, Md.—The Laurel Mlg. & Mfg. Co. has been incorporated with a capital stock of \$100,000. We will build a 50,000-bu. elvtr. and a 500-bbl. mill. The plant will be equipped with Sprout-Waldron machinery. Will let contract for the elvtr. soon. We will handle grain in car lots.—C. E. King, pres.

BALTIMORE LETTER.

Douglas M. Wylie, pres. of Wylie Son & Co., is critically ill with pneumonia at a local hospital.

Geo. A. Hax of G. A. Hax & Co. has been seriously ill for some time, but is now reported on the road to recovery.

S. Davies Warfield, G. Harry Barnes, John McHenry and W. E. Jones have been admitted to membership in the Chamber of Commerce.

J. Frank Ryley has been chosen to succeed N. J. Elliott as pres. of the Traffic Club of Baltimore. Mr. Ryley is mgr. of the rye dept. of John T. Fahey & Co.

Jarrett N. Gilbert, who is a charter member of the Chamber of Commerce and one of the oldest grain and flour dealers at this market, is reported to be seriously ill.

The arbitration com'te of the Chamber of Commerce will again be headed by John W. Snyder, while Lewis L. Lederer has been reappointed chairman of the weighing com'te.

Geo. F. Patterson, of Patterson, Ramsay & Co., died Feb. 13 at the age of 73. He was seated in a chair at a local hotel, when he suddenly fell forward, dying instantly. Heart disease is believed to have been the cause.

James B. Lake, one of the oldest members of the Chamber of Commerce, died recently at his home at Forest Hill at the age of 75. For 42 years he was active in the grain and flour trade and was almost a daily attendant on the floor of the exchange. He retired in 1907, buying a superb estate at Forest Hill, devoting his time to farming. He had been ill for two months.

The 1st annual banquet of the Baltimore Traffic Club was held Feb. 17 at the Hotel Belvidere. Herbert Sheridan, traffic mgr. of the Chamber of Commerce, was toastmaster for the evening. Among the guests and speakers were the presidents of the traffic clubs of Chicago, Philadelphia, Pittsburgh and New York, Judge C. A. Prouty, and Pres. J. M. Fitzgerald of the Western Md. Ry. Co.

Wm. M. Conn, ass't grain sampler of the Chamber of Commerce, was found unconscious in the snow in the Penna. R. R. freight yards Feb. 24. Examination showed that he was suffering from a hemorrhage at the base of the brain and little hope of his recovery was entertained. Mr. Conn died Feb. 28 and it is now that that he suffered a stroke of apoplexy. He was 50 years old and was popular with members of the grain trade.

MICHIGAN.

Snover, Mich.—Simmons & Mellan are reported to contemplate building an elvtr.

Monroe, Mich.—The Amendt Mlg. Co. has just completed the installation of a new 300-bu. Ellis Grain Drier.

Pewamo, Mich.—The Farmers Elvtr. Co. has decided to abandon the co-operative form of organization and form a stock company.

Detroit, Mich.—David Stott of the David Stott Flour Mills Co. was married Feb. 23 to Miss Helen Austin. The ceremony took place in New York City.

Ida, Mich.—After working 3 hours, burglars finally succeeded in opening the safe in the office of the Amendt Mlg. Co. They were rewarded for their strenuous labor by the munificent booty of 3 two-cent stamps, a few cement block samples and some circulars.

New Hudson, Mich.—The elvtr. of Louis Beach, containing several hundred bus. of rye, wheat, beans, etc., burned at 7:30 p. m., Feb. 28; loss, \$5,000; insurance, \$4,000. The fire started from an overheated stove in the potato warehouse room.

Sandusky, Mich.—John C. Sweet has succeeded A. R. Breeze as cashier of our company, Mr. Breeze having accepted the management of the Millington Grain Co. at Millington, succeeding Chas. Wright, who has gone into the grocery business at that point. Mr. Breeze was with us for 7 years.—A. L. Chamberlain, vice-pres. and sec'y Saginaw Grain Co.

Detroit, Mich.—The Caughey-Swift Co. who recently bot the house of the Detroit Railroad Elvtr. Co., has let contract to the Hess Warming & Ventilating Co. for a 15,000-bu. per day drier. Work has been started and it is hoped to have the drier in operation by Apr. 1. The drier house has been built above the boiler room which will save space and will be advantageous for the handling of the grain, steam and power.

MINNESOTA.

Staples, Minn.—H. C. Reed is sec'y of the Farmers Elvtr. Co.

Hartland, Minn.—M. J. Roelike is now mgr. of the Farmers Elvtr. Co.

Hamburg, Minn.—I. sold out to H. P. Droege on Jan. 26.—A. J. Truwe.

Tyler, Minn.—The Farmers Elvtr. Co. has decided to wait a while before rebuilding the elvtr.

Sanborn, Minn.—The Farmers Co-operative Society has bot the elvtr. of the Atlas Elvtr. Co.

Rothsay, Minn.—The elvtr. of the Farmers Grain & Merc. Co. was closed Mar. 1 for a month.

Lucan, Minn.—The Lucan Grain & Fuel Co. has installed a 1,000-bu. per hour capacity automatic scale.

Menahga, Minn.—We recently built a 30,000-bu. addition to our elvtr.—Park Rapids Elvtr. Co., Park Rapids, Minn.

Clearwater, Minn.—We have leased the only elvtr. here. It is owned by the Grain Producers Elvtr. Co.—Hart & Westcott.

Dovray, Minn.—K. Krueger will continue the business of the Farmers Elvtr. of which Krueger and Zieske were formerly props.

Minnesota, Falls, Minn.—O. H. Eliason has bot the elvtr. of the MyIntyre-Ferich Co. and I am operating it.—H. O. Arntzen.

Guckeen, Minn.—We recently purchased the elvtr. here of the Western Elvtr. Co.—Indpt. Grn. & Lbr. Co., Mason City, Ia.

Le Sueur Center, Minn.—I have sold my elvtr. to the Commander Elvtr. Co. but will operate it for them this year.—W. F. Markham.

Grogan, Minn.—The Anchor Grain Co. is now operating the Parker Elvtr., which is owned by the Bank of Commerce of Mankato.—W. A. James, agt.

Storden, Minn.—The Storden Grain Co. has put in a line of tile in connection with the grain business. O. C. Landey is mgr.—C. H. Kingsley, agt. St. John Grain Co.

Red Wing, Minn.—We have consolidated with the Winona Malting Co. of Winona and headquarters will be in that city.—A. F. Bullen, sec'y-treas. Minnesota Malting Co.

Atwater, Minn.—Andy Dowdell has succeeded P. G. Miller as asst. mgr. of the Atwater Co-operative Elvtr. Co., Mr. Miller having gone to Sonora sta. (Fairmont p. o.), N. D., as mgr.

Winona, Minn.—The Minnesota Malting Co. of Red Wing has consolidated with our company and we will operate the three elvtrs. belonging to it at White Willow, Goodhue and Claybank.—Winona Malting Co.

Winona, Minn.—We have sold the following elvtrs. in Minnesota: Elgin, to D. E. Earsley; Anderson sold for granary; Janesville, to Farmers Elvtr. Co.; Triumph, Elvtrs. A and B to J. M. Johnson.—Western Elvtr. Co.

New Ulm, Minn.—The Eagle Roller Mills Co. has let contract to T. E. Ibberson for the enlargement of its cereal mill and the erection of a 50,000-bu. elvtr. to be used in connection with its present mill. The foundation for the work will be started at once.

Alberta, Minn.—I am now mgr. for the Farmers Elvtr. Co. We will improve and enlarge our elvtr. this spring. The elvtr. of the Lang Elvtr. Co. is closed. The Stewart Elvtr. Co. is paying freight off Minneapolis on all grain. Guy Stewart is mgr.—T. M. McLaren.

Moorhead, Minn.—The mill and elvtr. plant of Dwight M. Baldwin, Jr., containing 40,000 bus. of wheat and 5,000 bbls. of flour, burned at 12:45 p. m. Mar. 6; loss, \$200,000; covered by insurance. The books and records of the company were carried from the office by Miss Moe, the stenographer, but all else was lost. A loaded box car also burned.

Duluth Minn.—Sec'y Chas. F. Macdonald is notifying members of the Board of Trade that the directors of the exchange have adopted the following: The Board of Directors of the Duluth Board of Trade desires to urge upon all members the obligation that rests upon them to discourage any use of the facilities of the grain exchange for trading which they have reason to believe represents only a blind speculative venture and thereby often results in loss to those unable to bear it. Thru the use of the trading facilities of the exchange, consumers, growers, dealers and millers receive that legitimate protection which is a vital necessity in the handling of their business, and it is the development of the present system of trading in grain which has made the marketing margin between grower and consumer of grain narrower than is possible in the handling of any other farm product. It is the misuse of the useful functions for which these facilities have been developed that directs attack upon the entire system, and, realizing the impossibility of separating by any act of legislation the trading which is legitimate from that which represents pure chance without plan, reason or financial equipment, the Board of Directors calls upon all members to appreciate the duty that rests upon them to eliminate all trading which has no proper place in the grain exchange.

MINNEAPOLIS LETTER.

L. N. Ritten, H. O. Hunt and D. M. Countryman have been admitted to membership in the Chamber of Commerce.

P. L. Howe, pres. of the Imperial Elvtr. Co., has been elected a director of the Gt. Nor. Ry. Co., succeeding the late W. H. Dunwoody.

A water pipe in a grain tank of the Republic Elvtr. operated by the Monarch Elvtr. Co. burst Mar. 3, and before the break was discovered and the water shut off, 1,500 bus. of wheat were soaked.

We are indebted to Sec'y John G. McHugh for a copy of the 31st annual report of the Chamber of Commerce which contains the usual complete list of officers, directors, standing committees of the board of directors and of the exchange, members of the boards of arbitration and appeal, names of individual members and of firm and corporation members. It also contains a list of the officers since 1881 and valuable statistical information regarding the daily, weekly, monthly and yearly receipts and shipments of grain, daily closing prices on grain, crop movement of wheat for 28 years and of corn, oats, rye, barley and flax for 27 years, inspection reports of all grain, a list of all elvtrs. at this market, giving capacity and name of operators and many other items of interest.

MISSOURI.

Sweet Springs, Mo.—The Renken-Henley Grain & Lbr. Co. incorporated; capital stock, \$30,000; incorporators, Herman Renken, B. F. Henley and R. L. Orear.

Knobnoster, Mo.—The plant of the Acme Mfg. Co. will be closed for some time while new boilers are installed. On Feb. 23 one of the old boilers exploded but no one was hurt and little damage resulted.

Harris, Mo.—I have bot the elvtr. of the Farmers Elvtr. & Supply Co., that company having failed, and will install new machinery and build a warehouse this spring.—G. L. Johnston.

Windsor, Mo.—The recently organized Farmers Co-operative Co. has bot the site of the local mill and will build an elvtr. The company is now using a warehouse as a temporary elvtr.

Sheldon, Mo.—I have bot the mill and elvtr. of A. Z. Peck & Son and intend to put it into first-class condition and will equip it for loading and unloading cars from a siding. We have a private switch to the house.—G. B. Beeny.

KANSAS CITY LETTER.

The Kansas City Southern Elvtr. Co. has just completed the building of a new 750-bu. Ellis Drier.

The Williams Grain Co. recently lost its suit to recover \$87 from J. M. Sholz, of Nortonville, for alleged breach of contract in the sale of a car of corn.

The new plant of the Southwestern Mfg. Co. includes 4 new storage tanks of 200,000 bus. capacity, giving the company a total storage capacity of 400,000 bus. The new plant will be put into operation July 1, with Henry Vilm in charge.

Edward L. Foulke is now with the Fowler Com's'n Co., having succeeded W. M. Shoffstall, who was with the company for 17 years, and who resigned to go into business with his son, who operates the Shoffstall Grain & Hay Co. Mr. Shoffstall's membership was transferred to Foulke.

Frank A. Tapley, member of the Board of Trade for the last 28 years, died suddenly Feb. 24. Heart disease is given as the cause of his death, which was entirely unexpected. He was on 'change as usual the day before his death. Mr. Tapley was wheat buyer for a number of firms including the Waggoner-Gates Mfg. Co., the R. E. Kidder Flour Mills Co. and the Zenith Mfg. Co. He was a popular member of the exchange, which he joined in 1888.

Judgment for \$56,000 was granted Mrs. Florence Clark in her suit against A. J. Poor for the alleged ruin of the business of the Linseed, Flax & Oil Mill Co., in which Mrs. Clark and her husband were interested. Suit was brot for \$150,000. The petition alleged that Mr. Poor had secured possession of the elvtr. of the company about 6 years ago, and manipulated business in such a manner as to force the sale of it. Mr. Poor denied the allegation, stating that 6 years ago he leased the plant of the mill company and began the manufacture of linseed oil. He claims he found the business did not pay, and gave it up. He had some flax stored in the company's elvtr., and was compelled to file replevin to secure it. During this legal procedure, he alleges, the business of the company was tied up, but asserts there was no manipulation on his part to force that company out of business. The case will be appealed.

ST. LOUIS LETTER.

The Dreyer Com's'n Co. incorporated; capital stock \$10,000; incorporators E. C. and Irene Dreyer, M. Price and H. V. Lancaster.

E. C. King, who has been on the road for the Farmers Com's'n Co., has been admitted to membership in the firm, holding the office of vice-pres.

The monthly dinner of the St. Louis Grain Club was held recently, at the Mercantile Club, and plans were laid for an active campaign in 1914.

The P. L. Zimmermann Co. has opened offices in the Chamber of Commerce Bldg. and will conduct a general brokerage com's'n business, dealing specially in grain, seeds, flour and feed.

Bert H. Lang, pres. of B. H. Lang & Co., and his wife were injured recently when their automobile crashed into a street car. No serious results are anticipated.

Duncan M. Kehlor, who was in the grain business in this city for a number of years, died Feb. 26 at the age of 65. He was formerly connected with the Kehlor Flour Mills but retired from active business some time ago.

Aug. F. Grossheider, a member of the Merchants Exchange for over 35 years, died recently at the age of 60. Mr. Grossheider and his brother organized the firm of Grossheider Bros. in 1877, and he had been in the hay and grain business continuously since then.

Com'ites have been appointed by the members of the Merchants Exchange to perfect plans for the organization of a company with a capital stock of \$300,000, to build a concrete elvtr. in this city. Railroad companies will be interviewed and their assistance in the proposition will be asked. The St. Louis Grain Club is also interested and has appointed the following com'ite: Marshall Hall, R. J. Pendleton, E. M. Flesh, H. E. Halliday and T. B. Teasdale.

On Feb. 28 M. J. Connor announced the suspension of the well-known com's'n firm of Connor Bros. & Co., which has been in the grain business at this market for the last 40 years. The firm has a large export business with the West Indies. Pres. P. P. Connor was absent from the exchange for the first time in many years. Other members of the firm are Wm. M. and James A., sons of the pres., and Wm. P. Connor, M. J. Connor's son. The members of the firm all hold memberships in the Merchants Exchange. On Mar. 3 the company filed a petition in bankruptcy, scheduling assets of \$22,142.43 and liabilities of \$34,509.40.

The directors of the Merchants Exchange expelled Edward E. Felkel Mar. 4, from membership in the exchange. Mr. Felkel is pres. of the Farmers Com's'n Co. and is said to have committed acts detrimental to the interests of the exchange. It is alleged that he sent communications to grain shippers reflecting on the members of the exchange. Mr. Felkel was suspended from the privileges of the floor for 90 days last year on account of an article written by him that the directors considered obnoxious to the exchange. He has announced that he will ask the courts for an injunction to restrain the directors from expelling him, and denies that he has violated any of the rules of the organization. Pres. Hall said that Felkel was expelled because he had mailed circulars to Illinois farmers casting reflection on certain members of the exchange and suggesting that the farmers should not do business with them.

MONTANA.

Ulm, Mont.—The Cascade Mlg. Co. contemplates the erection of an elvtr.

Gilman, Mont.—Our elvtr. at this station closed Jan. 1.—C. J. Norman, formerly agt., Montana Central Elvtr. Co.

Lewistown, Mont.—The 15 new elvtrs. recently reported completed by Napper & Person along the line of the C., M. & St. P. between this city and Highwood, were built for the following companies at the stations given: D. L. Brown, Barre sta. (Lewistown p. o.); Western Lbr. & Grain Co., Danvers, Denton; Montana Elvtr. Co., Hoosac, Coffee Creek, Arrow Creek; Galatin Valley Mill Co., Danvers, Hoosac, Denton, Coffee Creek, Arrow Creek, Square Butte, Geraldine, Shonkin, and Highwood. The last named are of 30,000 bus. capacity and the others 25,000 bus.

Ethridge, Mont.—There is no elvtr. here but a splendid opening for one.—C. J. Norman, formerly agt. Montana Central Elvtr. Co., Gilman.

NEBRASKA.

Dodge, Neb.—The Farmers Elvtr. Co. is repairing its elvtr.

Hartington, Neb.—Farmers are organizing an elvtr. company.

Avoca, Neb.—Otto Brooks is now mgr. for the Avoca Elvtr. Co.

Manley, Neb.—The Manley Grain Co. is making repairs on its elvtr.

Riverton, Neb.—S. S. Crilly has succeeded W. M. Moore at this station.

Sholes, Neb.—Farmers Elvtr. Co. incorporated; capital stock \$25,000.

Lincoln, Neb.—L. W. Frost is now in the grain brokerage business in this city.

Richland, Neb.—Farmers are interested in the organization of an elvtr. company.

Spalding, Neb.—M. Burchell has succeeded J. Davlin as mgr. of the Spalding Elvtr. Co.

Schuyler, Neb.—Ed. Zeran has been added to the office force of the Farmers Elvtr. Co.

Plattsmouth, Neb.—The Slater & Fitzgerald Co. has been incorporated to operate an elvtr.

Omaha, Neb.—Improvements are being made in the trading room of the Grain Exchange.

Cornlea, Neb.—Paul Smeal has succeeded Peter Schad as mgr. of the Nye-Schneider-Fowler Co.

Crowell, Neb.—Anton Dusatka is agt. and James Hansen ass't agt. of the Crowell Lbr. & Grain Co.

Howell, Neb.—Farmers are interested in the organization of a company to handle grain and lumber.

Hartington, Neb.—Farmers and business men are interested in the organization of an elvtr. company.

Gothenburg, Neb.—Ivar Johnson has succeeded L. D. Rich as mgr. for the Farmers Co-operative Ass'n.

Ames, Neb.—The Farmers Co-operative & Educational Union has bot the elvtr. of Johnston & Graham.

Clarkson, Neb.—Frank Zelenda has succeeded L. J. Rozmarin as ass't agt. for the Nye-Schneider-Fowler Co.

Clarkson, Neb.—The elvtr. of the Clarkson Mlg. Co. is now in operation. Peter Zak is mgr. and A. Bartak, ass't mgr.

Lawrence, Neb.—We expect to close the bids on our new elvtr. at an early date.—H. J. Pohlmeier, pres. Farmers Elvtr. Co.

Greeley, Neb.—The Farmers Co-operative Co. has been organized with a capital stock of \$25,000, to buy and sell grain, live stock, etc.

Wausa, Neb.—The Farmers Elvtr. Co., owners of the Wausa Roller Mills, has announced that the mills will be closed indefinitely.

Wakefield, Neb.—The Farmers Elvtr. Co. has built a 16x28x40 ft. storage addition to its elvtr. for oats, flour and feed. Chas. Busby is mgr.

Pilger, Neb.—The estate of G. E. Munger has been settled and the business will be conducted by the heirs. Wm. E. Munger is mgr.—Munger & Co.

Crowell, Neb.—I have succeeded Elmer Schinkel as agt. for the Nye-Schneider-Fowler Co.—L. J. Rozmarin, formerly ass't agt. for same company at Clarkson.

Nebraska City, Neb.—The officers of our company are Wm. H. Pitzzen, pres.; Martin Christensen, vice-pres.; Henry Hiesch, treas., and John Wirth, sec'y.—Farmers Elvtr. Co.

Wayne, Neb.—W. W. Kingsbury, formerly local mgr. for the Benson Grain Co. of Herron Lake, Minn., has succeeded Geo. McKitterick of Wakefield, as traveling supt. of the company.

Graf, Neb.—The gas tank in the engine room of the elvtr. of the Duff Grain Co. recently exploded and wrecked the tank. The boiler room was slightly damaged but no one was hurt.

Trenton, Neb.—I am not in the grain business now, having resigned as agt. for Q. M. Kellogg some time ago. He has had no regular agt. since then as crops were short last year.—C. B. Grace.

Humboldt, Neb.—I bot the quarter interest of my son, Guy L. Cooper, in our firm and will operate in my own name. We have installed an Invincible Grain Cleaner and Scourer and have made other changes in the plant.—O. A. Cooper.

NEW ENGLAND.

Manchester, N. H.—Capt. John W. Johnston, a member of Stratton & Co. for the last 30 years, died recently at the age of 73. The plant of the company is at Pembroke and the main office at Concord.

NEW JERSEY.

Trenton, N. J.—A. Thompson & Co. incorporated to deal in grain and flour; capital stock \$100,000.

Hackensack, N. J.—The Hackensack Grain & Hay Co. has been reorganized with a capital stock of \$25,000. The officers of the company are John E. Murray, pres.; A. D. O'Neill, sec'y; Geo. C. Brinkerhoff, treas.; mgr., Wm. Schaaff. The company will manufacture chicken scratch feed and operate its own mill and elvtr.

NEW YORK.

Belmont, N. Y.—The Belmont Mlg. & Grain Co., Inc., incorporated; C. M. Hallock and J. L. Potter incorporators.

Oneida, N. Y.—R. J. Fish has been appointed receiver for the Oneida Mlg. Co. and is in possession of the property. The company places its liabilities at \$120,000 and its assets at \$114,000. A. S. Work of Chicago was pres. of the defunct company.

New York, N. Y.—Thos. Lenane, Jr., of P. Lenane & Bro., and Chas. S. Band, who will assist his father, Chas. W. Band, vice-pres. of James Carruthers & Co., of Montreal, in the New York office of the firm, have applied for membership in the Produce Exchange.

New York, N. Y.—James R. Turner, one of the oldest members of the Produce Exchange, died Feb. 22 at the age of 78. He had been identified with the grain and flour trade practically all his life, entering the business when a very young man. For many years following the death of I. H. Reed, with whom he had formed a partnership in the early day of his grain career, he was the head of J. H. Reed & Co. The Produce Exchange adopted resolutions of condolence when news of his death was received on 'change.

BUFFALO LETTER.

Buffalo, N. Y.—W. E. Seeber of Adams, N. Y., will travel New England for the Churchill Grain & Seed Co.

Buffalo, N. Y.—Barry & Co. have opened a grain com's'n office in the Chamber of Commerce Bldg. with J. A. Barry in charge.

Buffalo, N. Y.—David Tanner Urmston, youngest and lightest member of the Urmston Grain Co., arrived at the home of Mr. and Mrs. Chessel W. Urmston, Feb. 26. He weighed 8 lbs., but is gaining rapidly.

Buffalo, N. Y.—Pratt & Co. have let contract for their new elvtr. to the Monarch Engineering Co. The foundation piles have been driven and efforts will be made to have the house ready before the close of navigation.

The 1,000,000-bu. elvtr. of the Anchor Line, operated by the Penna. Ry. Co., burned Mar. 9. The loss is placed at \$400,000 by Mgr. Chas. J. Strasmer. The elvtr. was known as the Connecting Terminal Elvtr. and was on the Blackwell canal on an island. On this account the fire companies were slow in reaching the blaze and nothing could be done to save the house.

NORTH DAKOTA.

Ross, N. D.—The Victoria Elvtr. Co. will build an elvtr. here.

Arthur, N. D.—The Farmers Elvtr. Co. has installed a cleaner in its elvtr.

Westby, N. D.—The Farmers Grain & Trading Co. has voted to build an elvtr.

Zap (no p. o.), N. D.—A farmers elvtr. Co. is being organized. A. Herman is interested.

Jesse, N. D.—Otto Retzlaff has succeeded John Erickson as mgr. of the Farmers Elvtr. Co.

Dazey, N. D.—I expect to go out of the grain business.—Geo. S. Walker, agt. Cargill Elvtr. Co.

Murray, N. D.—The Farmers Elvtr. Co., of Mayville, will probably build or buy an elvtr. at this point.

Buttville, N. D.—A grain cleaner and a feed mill will be installed in the elvtr. of the Farmers Elvtr. Co.

Lonetree, N. D.—A re-organization of the Farmers Elvtr. Co. is being considered by the officers and stockholders.

Enderlin, N. D.—The report that L. S. Thompson has resigned as mgr. of the Farmers Elvtr. Co. is incorrect.

Berea sta. (Valley City p. o.), N. D.—John Anderson is sec'y-treas. of the recently organized Farmers Elvtr. Co.

McHenry, N. D.—John Ruttle, mgr. of the Farmers Elvtr. Co., has been ill for some time but is again at his desk.

Bloom sta. (Spiritwood p. o.), N. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Star Elvtr. Co.

South Heart, N. D.—We have bot an elvtr. at this station.—W. K. Powers, mgr. Powers Elvtr. Co., Minneapolis and Duluth, Minn.

Cogswell, N. D.—The Farmers Elvtr. Co. has completed arrangements for a site and bids for the erection of the elvtr. will close Mar. 10.

Ft. Clark, N. D.—We have recently built an elvtr. at this station.—W. K. Powers, mgr. Powers Elvtr. Co., Minneapolis and Duluth, Minn.

Reynolds, N. D.—D. J. Hennessy is now operating the elvtr. formerly operated by the Fidelity Grain Co. The house is known as the Independent Elvtr.

Hannah, N. D.—All elvtrs. at this station have been overhauled and are in good condition.—O. E. Countryman, agt. St. Anthony & Dakota Elvtr. Co.

Maza, N. D.—A No. 66 New Process Foss-ton Grain Cleaner and a 1,500-bu. per hour automatic scale have been installed in the elvtr. of the Farmers Elvtr. Co.

Fordville, N. D.—M. B. Kellogg, Robt. McGavin and A. Johnson are taking subscriptions for the organization of a farmers elvtr. company to build an elvtr.

Lucca, N. D.—Stockholders of the Farmers Elvtr. Co. at a recent meeting decided not to discontinue business as had been planned but to reorganize and go ahead.

Gwinner, N. D.—The Farmers Elvtr. Co. has been organized here and will probably buy a local elvtr. J. L. Wicklund is pres., J. C. Silvernail vice-pres. and O. H. Thompson sec'y.

Moselle sta. (Wyndmere p. o.), N. D.—C. T. Ferguson has succeeded me as buyer for the Osborne-McMillan Elvtr. Co. and I am out of the grain business at present.—Stanley Jackson.

Beulah sta. (Mandan p. o.), N. D.—R. G. Stuhler, formerly mgr. of the Powers Elvtr. Co., at Stanton, is now mgr. of the Powers Elvtr. Co. at this point.—S. H. Stewart, agt. Powers Elvtr. Co., Hazen.

Stanton, N. D.—Wm. Schoenborn, ass't mgr. in the Powers Elvtr. at Hazen, is now mgr. of the Powers Elvtr. Co. at this station, succeeding R. G. Stuhler.—S. H. Stewart, agt. Powers Elvtr. Co., Hazen.

Edmore, N. D.—The report that our elvtr. burned is incorrect. Only our office was burned, the elvtr. being saved. We will probably commence building a new office at once and will install a gasoline engine which we recently bot.—E. I. Raknem, agt. Burgess Elvtr. Co.

Willow City, N. D.—The elvtr. of the Cargill Elvtr. Co., containing 8,000 bus. of grain, burned Mar. 5. The blaze is believed to have started from overheated bearing, as the elvtr. had been running all day. The coal sheds of the St. Anthony & Dakota Elvtr. Co. were threatened by the blaze but were saved, only a small loss occurring.

Northwood, N. D.—The elvtr. of the Heising Grain Co., containing 8,000 bus. of wheat, burned to the ground at 1 a. m. Feb. 26; loss \$12,000; reported well covered by insurance. The fire threatened to spread to adjacent elvtrs. and at one time the roof of the elvtr. of the Cargill Elvtr. Co. was on fire but the blaze was put out and no damage resulted.

Bismarck, N. D.—W. F. Cushing, sec'y of the North Dakota State Railroad Commission, says that, the next legislature will be asked to authorize the Commission to place the grain elevators of the state under practically the same control as the banks, under state examination. The purpose is to audit the books frequently and have a report to the Commission once a year from every elevator company.

OHIO.

Hagenbaugh sta. (Cable p. o.), O.—O. M. Clark will make improvements in his elvtr.

Dayton, O.—Jos. Durst, vice-pres. of the Durst Mlg. Co., one of the pioneer grain and mill men of the state, died recently at the age of 83.

West Liberty, O.—S. P. Yoder has bot the interest of W. L. Elliott in the elvtr. of Elliott & Funk. The new company will operate as Yoder & Funk.

Sycamore, O.—The mill of the defunct Sycamore Grain & Mlg. Co. was sold Feb. 28, to F. C. Rapp and associates.—Geo. E. Schroth, trustee in bankruptcy.

Wapakoneta, O.—The Hay & Grain Producers & Shippers Ass'n has adopted resolutions expressing esteem for Jacob Hauss, pres. of the Hauss & Bitler Co., who died Feb. 11.

Arcadia, O.—The J. L. Rouze Co. has let a contract for the remodeling of its elvtr. to the Burrell Engineering & Const. Co. The capacity and facilities will be largely increased.—C. C. J.

Lemert, O.—The elvtr. of the defunct Sycamore Grain & Mlg. Co. at this station, was sold Feb. 28 to Phil H. Heater.—Geo. E. Schroth, trustee in bankruptcy. The price paid was \$4,025.

Celina, O.—Improvements will be made at the plant of the Buckland Mlg. Co., including 2 new electric motors. The power facilities have become inadequate for the company's growing business.—C. C. J.

London, O.—The elvtr. of A. Tanner & Sons is to receive a complete overhauling. Two new ground level drops and two new stands will be installed. A brick power house has recently been built.—C. C. J.

Portsmouth, O.—H. S. Grimes, who has been ill for some time, reports that he is much better and is again able to go to his office for a few hours each morning. His friends in the trade will be glad to hear the cheerful news.

Columbus Grove, O.—Thompson, Foust & Co., elvtr. owners at this point, have sold their business to Barrett & Dustman. The last named member of the new firm is also in the elvtr. business at Rockford, O., the concern there being Wagers & Dustman.—C. C. J.

Geyer, O.—The Auglaize Grain Co. has been sold by Elmer Sheets to Frank and Fred Baughman, the latter to be mgr. Frank Baughman is mgr. and one of the owners of the Buckeye Grain & Mlg. Co., Columbus, and will continue his interests and position with that enterprise.—C. C. J.

Washington C. H., O.—The report that our elvtr. was damaged when a loaded coal car left the tracks and bumped into it is unfounded. A coal car did leave the rails on the elvtr, switch west of the elvtr., but did no damage worth mentioning. The side of the car only brushed the side of the drier house and took off a little off the siding.—Fayette Grain Co.

Cable, O.—The report that a line shaft in my elvtr. broke and injured the engineer is unfounded, and I am at a loss to know how such reports get started. My line shafts are in excellent shape. We had some trouble with the gasoline engine, it being wrecked from some unknown cause. Mr. Rudisill, my engineer, was slightly hurt by some of the flying pieces of iron, but was back at work in 3 days. At the present writing we are in good shape and ready for business.—O. M. Clark.

Columbus, O.—Elvtr. men and mill owners at this point are getting ready to take advantage of the new law, which will permit mutual fire insurance companies of the one time contingent liability class to do business in Ohio. Heretofore they have been limited to the three-time class, which kept a number of strong mutual companies out of the field. Large plants were forced to go to stock companies to cover the full amount of their risks. The law was agreed upon by the National Ass'n of Insurance Com'sners of the United States, but Ohio is the only state so far to pass it, this having been done at the recent special session of the Legislature. It is expected that all other states will follow the example. The new law goes into effect on May 20, 1914. Inquiries at the office of Sec'y McCord, of the Ohio Grain Dealers Ass'n, show that great interest is being shown in the measure all over the state.—C. C. J.

CINCINNATI LETTER.

We are now located in the Union Central Bldg.—Henry W. Brown & Co.

Ed. Linder, with Paul Van Leunen & Co., is soon to be married, making the third benedict in the grain forces of the exchange in the last three months.

Pres. Chas. E. Van Leunen of the Van Leunen Grain Co. has not been at his desk for some time, having been laid up with an attack of the "grippe."

TOLEDO LETTER.

Pres. Paddock of the Produce Exchange is again at his desk after a 10-day session with "La Grippe."

W. A. Boardman, who is a special police officer as well as sec'y of the East Side Iron Elvtr. Co., and Patrolman Robert H. Ansell caught George Jeluin late Saturday night, Mar. 7, after N. Y. C. & H. R. R. car No. 113,765 has been broken into and several bushels of grain removed. Mrs. Norbert Raslin confessed to having bot two sacks of grain from Jeluin. He has been held to the federal grand jury on the charge of breaking the seal on a car in interstate transit, which is a serious offense under the new federal law. Convinced that a gang of thieves were stealing grain from cars on track near the elevator Mr. Boardman and the officer in plain clothes lay in wait night after night along the siding. Mr. Boardman is determined to catch all the thieves and break up the gang, so that grain can be handled into and out of Toledo without pilfering. Jeluin's police record starts with May 21, 1910, when he

was brot before the Juvenile Court on the charge of breaking into cars and stealing grain. In October, 1913, he was again before the justice court and let off with a light fine.

Railroad detectives have been successful in catching a number of grain thieves who have been stealing grain at the C. H. & D. docks. The East Side Iron Elvtr. Co. and the Dayton Elvtr. have suffered several losses of late on account of the thieves, who have been turned over to the U. S. officials, charged with tampering with grain in interstate shipment.

OKLAHOMA.

Arapahoe, Okla.—Wilbur Miltenberger of Clinton is making extensive repairs in his elvtr.

Caddo, Okla.—The Katy Mill & Elvtr. Co. filed a voluntary petition in bankruptcy Mar. 2.

Yukon, Okla.—The Yukon Grain & Mlg. Co. has bot the interest of G. R. Brown, a stockholder.

Oklahoma City, Okla.—We have moved our offices to the Ins. Bldg.—J. J. Stinnett, Oklahoma Export Co.

Leedy, Okla.—We have engaged in business here and will handle grain in car lots.—L. L. Tackitt & Co.

Marshall, Okla.—C. J. Minett, who recently closed his elvtr. at this point, has gone to Canada.—U. T. Clemons.

Erie sta. (Chilocco p. o.), Okla.—We are building a 10,000-bu. elvtr. at this point.—Arkansas City Mlg. Co., Arkansas City, Kan.

Laverne, Okla.—E. M. Smoot, former mgr. of the Farmers Clearing House at Shattuck, is now mgr. of the elvtr. of the Gage Roller Mills Co. at this station.

Clyde, Okla.—J. C. Edsall, mgr. of the Millers Grain Co. at this station, has been transferred to the company's elvtr. at Nashville, Kan. The elvtr. here is closed.

Coalgate, Okla.—The Coalgate Grain Co. is building an elvtr. on the Katy tracks. W. W. Rutland is mgr. and says that the new house will be ready early this month.

Calera, Okla.—The grain warehouse of Pittman & Harrison Co. was totally destroyed by fire Mar. 5. Fire communicated to the building from a burning freight car.—M.

Ninnekah, Okla.—The elvtr. of the Matthews-Linton Grain Co., containing quite a quantity of grain, burned recently. Fire is supposed to have been caused by a R. R. spark.—M.

Forgan, Okla.—The Farmers Equity Exchange will incorporate with a capital stock of \$10,000 and will build an elvtr. at once. Officers are John X. Smith, pres.; J. L. Donley, vice-pres., and Henry Nichols, sec'y.

Fay, Okla.—My elvtr., burned Feb. 1, was formerly owned by the Cordell Gin & Mlg. Co. I will rebuild, putting up a 6,000-bu. house, equipped with a sheller and cleaner. The Farmers & Merchants Elvtr. Co. failed and is not operating here at present.—R. F. Cummings, R. F. Cummings Grain Co.

Hobart, Okla.—E. W. McCormick, local mgr. for the Chalfant-Nelson Grain Co., Clinton; J. D. Chalfant and R. E. Nelson have bot the elvtr. of W. U. Baker, which has been leased by the Chalfant-Nelson company. After May 1, the firm name will be Chalfant-Nelson-McCormick Co. Mr. McCormick will remain mgr.

Gage, Okla.—We will remodel the elvtr. that we recently purchased from Greene & Wright and will operate our old elvtr. and the new one by the same engine, connecting them with a conveyor so as to be able to transfer grain from one to the other. A cleaner will be installed and more coal bins added.—Farmers Grain & Supply Co.

Inola, Okla.—H. O. Hearst will be mgr. of my elvtr. recently leased to Pittman & Harrison Co., of Claremore, for a year. The house will be remodeled and a mill installed for grinding, feed chops, etc.—W. L. Harris.

OREGON.

Redmond, Ore.—The warehouse of the Redmond Union Warehouse Co. burned recently; loss, \$32,000. The fire is believed to have been of incendiary origin.

PENNSYLVANIA.

Erie, Pa.—The Nickel Plate Flour Mills Co. has been formed by A. P. Allen, Geo. W. Colvin and Chas. L. Allen, to do a grain and milling business.

Pittsburgh, Pa.—T. J. Elwood of R. D. Elwood & Co. and Pres. Sam'l Walton of the Grain & Hay Exchange have been on the sick list, but are now to be seen on 'change as usual.

PHILADELPHIA LETTER.

The Newtown Wheat, Cereal & Trading Co. has been admitted to membership in the Commercial Exchange.

We are arranging for the construction of a floating elvtr. to be used in transferring grain from the shore elvtr. to ships in the harbor.—P. N. Russell, gen. frt. agt. Phila & Reading Ry. Co.

Referee Norris recently awarded the Keystone Elvtr. & Warehouse Co. \$17,551.04 in its claim for services against the Penna. R. R. Co. and the Court of Common Pleas has affirmed the report. The case has been in the courts for years.

Sickness has invaded the ranks of the grain dealers at this market to a noticeable degree. Among the convalescents are Arthur D. Karr, M. F. Barringer and Winfield S. Woodward, chairman of the membership and statistical com'te of the exchange.

At a meeting of the grain trade of the Commercial Exchange Feb. 27, the recommendations of the Grain Com'te that moisture tests on No. 2 dried corn and on artificially dried No. 2 corn be raised from 16% to 17%, and that the restriction on natural No. 2 corn to 16% between March 1 and July 1, be abolished, was approved, the vote standing 6 to 1 in favor of the changes. The abrogation of the 16% moisture test on corn for export precipitated a heated debate between members of the trade on the ground that the exchange should take no action until the Liverpool Corn Trade Ass'n was notified. L. G. Graff, pres., explained that, on the advice of counsel, the trade was within its rights in abolishing the rule covering the test on export corn, declaring that it was a handicap against the port and a big advantage to competitive ports not tied down by such restrictions.

SOUTH DAKOTA.

Keldron, S. D.—Our elvtr. is closed for the season.—Farmers Grain & Lbr. Co.

Kingsburg, S. D.—Leslie Grim of Wagner is now working at the elvtr. of M. King.

De Smet, S. D.—The Farmers Co-operative Ass'n has decided to build a new 40,000-bu. elvtr. this spring.

Victor, S. D.—Oscarson & Dahl have let contract to T. E. Ibberson for an up-to-date elvtr. at this station.

Lyle, S. D.—Farmers are interested in the organization of a company to build an elvtr. Geo. Henley is one of the workers.

Belmont, S. D.—R. D. McCann, formerly agt. of the McCaull-Webster Elvtr. Co. at Vermillion, is now mgr. of the Farmers Elvtr. Co.

Forestville, S. D.—The lumber yards of the McCaull-Webster Elvtr. Co. have been closed out.—L. A. Hagen, agt. Northwestern Elvtr. Co.

Goodwin, S. D.—We will tear down our old elvtr. and build a 30,000-bu. cement house on the site.—H. E. Rohweder, of Wm. & R. E. Rohweder.

Brentford, S. D.—Only 2 of the 5 elvtrs. at this station are open, that of the Security Elvtr. Co. and ours.—C. W. Shauck, agt. Farmers Union Grain Co.

Elk Point, S. D.—The only new officers of the Farmers Union Elvtr. Co. elected at the recent annual meeting were J. F. Weber, treas., and A. Dahl, vice-pres.

Waconda, S. D.—A. J. Macy, formerly mgr. of the Farmers Elvtr. Co. at Lake Andes, succeeded L. B. Stockwell as mgr. of the Farmers Elvtr. Co. Mar. 1.

Norway sta. (Lesterville p. o.), S. D.—The Norway Elvtr. & Fuel Co. incorporated; capital stock, \$25,000; incorporators, Geo. A. Unnarsen and P. A. Nipstad, Vebelen; Dan Danielson and J. L. Tiosten, Lidgerwood; Albert Romo, Eddy and O. Dalberg, Vig.

Hecla, S. D.—The Hecla Co-operative Elvtr. Co. has let contract to T. E. Ibberson for a 35,000-bu. elvtr. The elvtr. will be iron-clad, have 12 bins, 2 legs, 16-ft. platform dump scale, 15 h.p. gas engine, a large cleaner, conveyors for receiving grain from track, and for connecting the old house to the new. The house will be as modern as it is possible to make it. Foundation work is to be started April 15.

SOUTHEAST.

Statesville, N. C.—The Miller-McLain Supply Co. has bot the feed and grain business of A. A. Colvert.

Raleigh, N. C.—The Charlotte Brokerage Co. incorporated to deal in grain, flour, feed and hay; capital stock, \$25,000, of which \$7,100 has been subscribed; incorporators, T. A. Ludwick, C. S. Link, of Salisbury; H. A. Franklin and R. M. Wheaton, of Charlotte.

Charleston, W. Va.—Work on the new plant of the Charleston Mlg. & Produce Co. is being pushed by the Burrell Engineering & Const. Co. which has the contract. The new building will be of steel, brick and concrete and will replace the plant burned last August. It will cost \$85,000 and will be equipped with up-to-date machinery.

TENNESSEE.

Harriman, Tenn.—B. O. Whittle, owner and mgr. of the Harriman Grain & Com's'n Co. was stricken with apoplexy Feb. 20.

Memphis, Tenn.—The Gulf Compress Co. will install new machinery for the handling of oats at its elvtr., which has been equipped with electric power.

Memphis, Tenn.—Chas. L. Seehorn has succeeded F. M. Craver, as local representative for Ballard & Ballard of Louisville. Mr. Seehorn was formerly traveling representative of the company in Alabama and Tennessee.

TEXAS.

Carlton, Tex.—We will enlarge our warehouse and storage rooms.—R. E. Miller, Miller Grain & Seed Co.

Higgins, Tex.—The Gage Roller Mills, of Gage, Okla., with a capital stock of \$65,000, has been granted a permit to do business in Texas, with headquarters in this city.

Higgins, Tex.—We are now operating the elvtr. formerly owned by the Shattuck Clearing House Co. at this station and have succeeded that company.—Gage Roller Mills, Gage, Okla.

Dallas, Tex.—The collapse of our tanks Feb. 17 was due to the fact that the weight of the wheat in them crushed the concrete foundations to such an extent that the tanks topped over, the same being 26 ft. in diameter and 70 ft. high.—E. W. Morten, mgr. Morten Mlg. Co.

Paris, Tex.—We will handle grain and grain products in car lots only for the present.—Phillips & Peters.

Floydada, Tex.—H. E. Edwards & Co. have bot the elvtr. of the Barkemeyer Grain Co., taking possession Mar. 1. Mr. Edwards will be mgr. of the elvtr. A. E. Barkemeyer and his brother will take a vacation until July 1, when he will become mgr. of the elvtr. of the company at Glazier.

Brownsville, Tex.—I will build 6 steel tanks of about 8,000 bus. capacity each. They will be built in a double row with an unloading conveyor in the middle, located right on top of the ground level, so that no tunnel will have to be built for it.—M. Besteiro.

Howe, Tex.—In the suit by the Howe Grain & Mercantile Co. against J. A. Hughes and others to restrain the use of the name "Howe Grain Co.," the Court of Civil Appeals of Texas recently affirmed the decision of the lower court in favor of plaintiff, Howe Grain & Mercantile Co.

Dallas, Tex.—By spreading large tarpaulins over the wheat spilled when the tanks of the Morten Mlg. Co. collapsed, Feb. 17, the company was able to save a large portion of the grain. A heavy rain fell the night of the collapse and it was feared much damage would be done to the wheat. The loss, however, from damaged grain is believed to be slight.

WASHINGTON.

Selah, Wash.—The Selah Feed & Grain Co. incorporated; capital stock, \$3,000.

Mondovi, Wash.—We built a bulk elvtr. last season and it gave fine satisfaction. Farmers are now interested in the loose system out here, and I think there will be more bulk houses built this year. Jas F. Forney, Washington Grain & Mlg. Co.

WISCONSIN.

Neillsville, Wis.—J. D. Dwyer is now sec'y of the farmers Elvtr. Co.

Superior, Wis.—Frank R. Crumpton is a candidate for mayor of the city.

Superior, Wis.—R. J. Nye has been appointed a member of the Wisconsin Grain & Warehouse Com'n.

West Bend, Wis.—The output of the West Bend Malting Co. is now 500,000 bus. of malt, the 3 large cement tanks having been completed.—Pick Bros. Co.

Superior, Wis.—Gerold O. Roessler, employed by the Wisconsin Grain & Warehouse Com'n, has been compelled to give up the work for a time on account of eye trouble.

Dallas, Wis.—The Dallas Farmers Elvtr. Co. has been organized with a capital stock of \$3,500 by E. S. Hegtveldt, Chetek, Knute Granum, Andrew Wintrone, J. K. Jacobson and Ole Berger.

Amery, Wis.—The Apple River Mlg. Co. incorporated to deal in grain and conduct a general milling and com's'n business; capital stock \$40,000; incorporators E. J. Schneider, E. M. Fay and W. N. Fuller.

La Crosse, Wis.—The Thomas-Phalen Co. has been dissolved. C. A. Thomas has bot the south side plant of the company and John Phalen has bot the north side house, which will be operated as Phalen Bros.

Janesville, Wis.—As a result of the recent complaint of the Blodgett Mlg. Co. of this city, the state railroad com'n has ordered the C. & N. W. Ry Co. to reduce its switching charges in this city for milling-in-transit at least \$2 per car.

Dallas, Wis.—We will build a 40 x 60 ft. warehouse, 2 stories high, using the ground floor for potatoes and the other for grain. We will put in an elvtr., but have not decided on the other machinery yet. Knute Granum is pres. and correspondent of the company. His address is Chetek, Wis., Route 4. We will operate at this station on the Soo.—E. S. Hegtveldt, Farmers Elvtr. Co.

Waterloo, Wis.—The malt house of the Waterloo Malting Co., operated by the Badger State Malting Co., burned Mar. 2; loss, \$35,000; covered by insurance. The fire started from a hot box in a fan and for a time seriously threatened the entire plant, including the elvtr. and kilns. Only hard work saved them.

Superior, Wis.—The Superior Terminal Elvtr. Co., a subsidiary of the Cargill Elvtr. Co., has bot the elvtr. of the Belt Line Elvtr. Co., known as the M. & N. Elvtr. The Belt Line company is a subsidiary of the Peavey Grain Co. The plant is of wood construction, and consists of a working house and annex having a capacity of 2,500,000 bus. The price paid was \$300,000.

MILWAUKEE LETTER.

The finance com'te of the Chamber of Commerce has fixed the rate of interest for March at 5%.

A. W. Friese and L. D. Richardson have been admitted to membership in the Chamber of Commerce.

H. Clay Shaw, formerly on the road for Rosenbaum Bros., is now cash grain salesman for Fagg & Taylor.

W. A. Hottensen, junior member of W. M. Bell & Co. is the proud father of a brand new boy who arrived Mar. 2.

Pres. P. P. Donahue has declined to be a nominee for the presidency of the Chamber of Commerce again. James C. Mander of the Milwaukee Elvtr. Co. is the only nominee at present altho D. G. Owens is mentioned as a possibility. Election will be held April 6.

The Joseph Grain Co. incorporated; capital stock, \$10,000; incorporators, Burton Joseph, A. J. and M. Friedlander. Officers are Burton Joseph, pres.; J. Joseph, vice-pres.; and I. C. Lyman, sec'y. The company has opened an office in the Chamber of Commerce Bldg.

A petition to Congress was recently adopted by the directors of the Chamber of Commerce, requesting it not to pass any laws regulating exchanges without first appointing a special com's'n to investigate the matter as recommended in the recent resolution of the Council of Grain Exchanges.

FEDERAL CORN GRADES Adopted by Illinois.

At Chicago and East St. Louis, Ill., the new government grades of corn will be enforced after July 1 by the Illinois State Grain Inspection Department under the following order issued Mar. 4:

It is hereby ordered by the Public Utilities Commission of Illinois that the following grades of corn, which have been fixed and promulgated by the United States Department of Agriculture be and hereby are fixed and promulgated as the grades for commercial corn, to be used by the Illinois State Grain Inspection Department, on and after July 1, 1914, and that such grades shall supersede any grades governing the inspection of corn which are in existence prior to said date, except that the rules for grading corn now in effect will apply on all corn in store in public elevators in the city of Chicago prior to July 1, 1914, for a period of ninety days subsequent to that date, and except that for corn applied on contracts made prior to July 1, 1914, for delivery during ninety days subsequent thereto, the grades and inspection may be in accordance with rules and grades in force at the time the contract was made, and in no case shall corn be inspected "Out" as of any higher grade than it was inspected "In" as in accordance with the warehouse law.

[Here follow the government grades as published in the Grain Dealers Journal Jan. 10, page 57.]

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

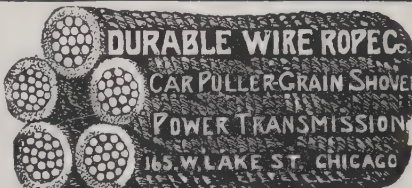
TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., SOUTH BEND, IND.



DURABLE WIRE ROPE

CAR PULLER-GRAIN SHOVEL

POWER TRANSMISSION

165 W. LAKE ST. CHICAGO

Transit Leaks

are unknown to the grain shippers who use

Kennedy Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

The Kennedy Car Liner

is the only device offered the grain shipper that makes a car Leak-Proof.

CHEAP—MODERN—PROFITABLE

Write now for particulars

The Kennedy Car Liner & Bag Co.

SHELBYVILLE, INDIANA, U. S. A.

MOISTURE TESTERS



With Copper Flasks, for gasoline, gas, alcohol or electricity, or with Glass Flasks, for gas or alcohol, conforming exactly with government specifications.

Prices \$30.00 upward.

Free Booklets.
Instant Delivery.

Sieves, also, for percentages of cracked and broken corn.

HESS WARMING & VENTILATING CO.

907 Tacoma Bldg., CHICAGO

MAKERS OF

HESS DRIERS

The Original Brown-Duvel Tester for Alcohol. Price \$32.00.

Ask us for a Free copy of the Federal Corn Grades, printed on heavy board. You'll be sure to want it for reference.

Supply Trade

St. Louis, Mo.—J. F. Wangler, president of the Joseph F. Wangler Boiler & Sheet Iron Works Co., recently celebrated his seventy-seventh birthday, marking a business life of fifty years, and a residence in St. Louis, of sixty-three years.

Minneapolis, Minn.—Wilfred Bland, president of the Grain Dealers Supply Co., sends the Journal a testimonial regarding the efficiency of its advertising columns. He states that as a result of his advertising, he recently sold some spouting to a coal dealer in Charlestown, W. Va.

Peoria, Ill.—Attorneys for E. G. Isch & Co. have filed an answer to the creditors' petition, asking that the firm be declared bankrupt. Certain specific charges of the creditors are denied, but it is admitted that the firm is insolvent. The business is now being operated under J. B. Bartholomew, receiver.

Milwaukee, Wis.—The final step in the reorganization of the Allis-Chalmers Co. was effected recently. A guaranteed deed transferring all the property of the old concern to the new company, the Allis-Chalmers Mfg. Co., was filed for record. The charter of the new company has been taken out under the Delaware laws, with authorized capital of \$42,500,000.

Calgary, Can.—An order has been placed with the Richardson Scale Co. for forty automatic scales to be placed in the elevators being built this year by The Alberta Farmers Elevator Co., Ltd. Forty-nine Richardson automatics were last year installed in elevators where already hopper scales were in use, but it is their intention now to discontinue the putting in of hopper scales.

Maroa, Ill.—The Maroa Mfg. Co. has been completely reorganized. J. R. Morgan is Pres., Geo. Conover, V. Pres., and Jas. A. Worsham is secretary and general manager. The factory has been re-arranged and the men are working under greatly improved conditions. The firm reports an increasing demand for its Boss Car Loader. It will also manufacture electrical specialties and handle electric motors.

New York City.—A fine general catalog is just from the press of the New York Belting & Packing Co. There can be no question but that it is gotten up in first class manner, and illustrated with many remarkably good halftones. The subject of belting for both conveying and elevating purposes enters largely into the daily thoughts and work of the grain elevator man. You can not well afford to be without the many interesting and valuable features of this new booklet, which will be sent you upon request to that company.

Chicago, Ill.—The Hess Warming & Ventilating Co. has scored another "Bull's Eye" in its vest pocket edition of the Federal Corn Grades. These are attractively and neatly printed on heavy celluloid cards, which can be carried indefinitely and subjected to much wear and tear, without damaging or rendering difficult the reading of the card. We are advised that if you should desire either the printed card for hanging on the wall, or celluloid cards for pocket use, readers of the Journal will be gladly furnished upon application to the Hess Co.

Chicago, Ill.—The immense, new and strictly modern plant of The Albert Dickinson Company at 35th St. and California Ave. is rapidly assuming complete form. It is expected the new plant will be occupied and in full operation by July, 1914.

Peoria, Ill.—Creditors of E. G. Isch & Co., implement and vehicle jobbers, have filed a petition in bankruptcy, alleging insolvency and acts of bankruptcy, and a receiver was appointed. The liabilities are estimated at \$115,000, and assets at \$105,000 face value. The receiver will continue the operation of the business under direction of the court, in order that the assets may be conserved, pending a possible reorganization and settlement.

Advertising and salesmanship are alike because each is trying to influence the human mind. When we get down to this thing of advertising or salesmanship we are dealing with the human mind. Bear in mind the fact that the sale the salesman is to make, whether he be a traveling salesman, a store salesman, or any kind of a salesman, does not take place in the man's pocketbook, it does not take place in the man's order-book. The sale first takes place in the man's mind. We are appealing to the minds of the people. —Hugh Chalmers.

New York City.—Sales of the Western Electric Co. for the year 1913 were approximately \$78,000,000, an increase of some \$6,000,000 or over 8% over the 1912 sales of \$71,727,329. In 1911 sales amounted to \$66,211,975. Business in 1913 was pretty close to the estimate made at the beginning of the year. As result of business activity and unusual conditions in the middle West due to floods, orders in the early part of the year ran at a much higher rate than that shown for the full year, but in the latter half of the period business fell off very considerably. However, an increase in sales of over 8% is no mean gain for the twelve months. The company added upwards of 4,000 customers last year, bringing the

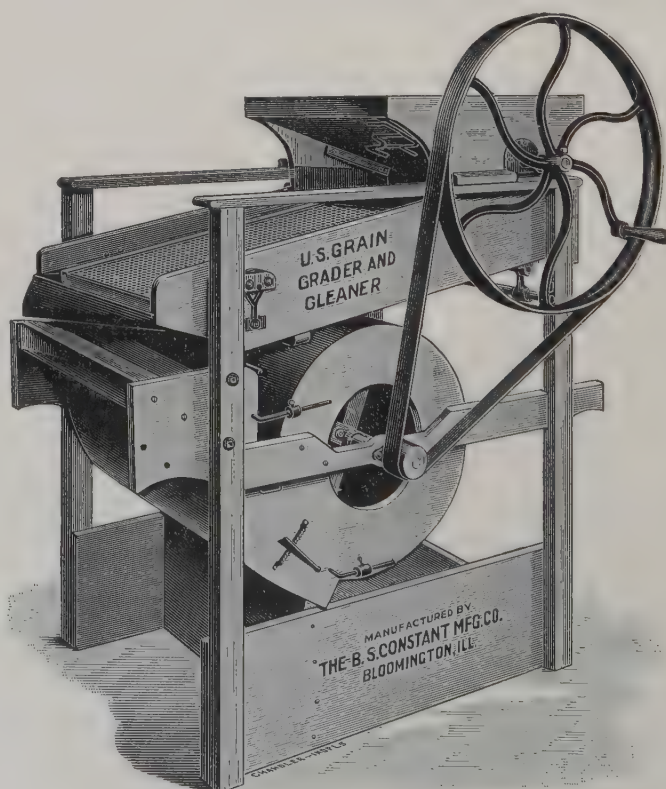
number to approximately 36,000. The increase in business was quite general with customers of the various classes. To increased efficiency in the company's management, considering the unsatisfactory business conditions prevalent throughout the country during the latter part of last year, must be attributed considerable of the growth in the gross business of the company.

New York City.—The necessity for larger space and better facilities to handle their increased business compelled the Indianapolis, Ind., and Louisville, Ky., branches of the H. W. Johns-Manville Co. to seek larger quarters. The new address of the Indianapolis branch is 408-410 North Capitol Ave., that of the Louisville branch, 659-661 So. Fourth Ave. Both of these branches will include ample warehouse accommodations, in addition to show rooms for the display and sale of this firm's varied line of asbestos roofing, pipe coverings, insulating materials, lighting fixtures, automobile accessories, etc. In connection with the last named line, unusual pains have been taken in the equipment of service departments for the benefit of the customers who desire speedy adjustments, repairs or replacements.

An Efficient Farm Grain Cleaner.

The U. S. Grain Grader and Cleaner shown in the accompanying illustration will pay high dividends to the farmer who uses it for cleaning his seeds before planting them and for grading and cleaning his grain before selling it. The machine is strongly built and with ordinary care will last the farmer a lifetime.

The grain is fed thru a hopper with a force feed roller, which insures even feeding to the screen shoe. This shoe is equipped with two screens, the upper screen carrying off the waste material and the lower screen letting the broken grain or seeds pass thru, while the kernels that have been sized pass thru the upper automatic valve into the air flue.



The U. S. Grader and Cleaner.

By adjusting the lower valve and the air valve, each kernel can be weighed to standard. These kernels pass to the lower hopper, which has a sheet iron bottom, making it impossible for any grain to be wasted.

The stroke of the shoe can be lengthened or shortened at the will of the operator to obtain the most suitable motion for the kind of grain being cleaned. The shoe has a compound shake, giving the machine a much greater capacity for the screen area than the ordinary cleaner.

The proper manipulation of this machine will result in the delivery of perfectly weighed and sized kernels. By planting only plump, heavy seeds, the farmer can easily increase his yield several bushels per acre; and by carefully grading his grain he can also separate the good from the bad and increase the value of his entire crop.

Full information concerning this machine will be gladly furnished readers of the Journal by application to the B. S. Constant Mfg. Co.

THE GRAIN DEALERS Journal is all right.—A. W. Fannis, Orient Milling Co., Chillicothe, Ill.

AN EXCESS of nitrogen in the soil increases the susceptibility of wheat to disease, according to G. T. Spinks of the English Agricultural Society. This explains why excessive manuring sometimes has a bad effect on a crop. However, a variety of wheat that is almost immune to disease such as Little Joss to yellow rust, will retain its immunity even though supplied with an excess of nitrogenous food material.

THE CORN PRODUCTS Refining Co., upon recommendation of Attorney General McReynolds, recently sold its interest in the firm of Penick & Ford, which owns molasses refineries at New Orleans and Memphis. F. T. Bedford, formerly treasurer of the Corn Products Refining Co. and son of E. T. Bedford, pres. of that company, has purchased an interest in Penick & Ford and will take active part in its management.

Books Received

ILLINOIS GRAIN INSPECTION DEPT. annual report for year ending June 30, 1913, gives the usual statistics covering the inspection work at Chicago and East St. Louis; also the rules under which the Department grades grain. Cloth binding; 261 pages; John P. Gibbons, chief inspector, Chicago, Ill.

FREIGHT RATES and traffic matters in general are covered in a series of pamphlets published by the LaSalle Extension University. C. C. McCain, chairman, Trunk Line Ass'n, and William A. Shelton, A. M., have written for the University a very thoro treatise on freight rates in Official Classification Territory and Eastern Canada. W. N. Agnew, traffic manager, International Steam Pump Co., contributes a handbook on "The Industrial Traffic Department." "Statistics of Freight Traffic," by Julius H. Parmelee, Ph. D., statistician, Bureau of Railway Economics, contains information concerning the methods of figuring railway revenues and operating expenses. An elementary explanation of the various terms to be found in tariffs and the methods of determining railway rates is given in "Bases for Freight Charges" by C. L. Lin-go, traffic manager, Inland Steel Co. These pamphlets are part of a correspondence course on interstate commerce for traffic managers and others interested in traffic matters. The pamphlets are excellently written, easily understandable by the novice, and written by men of authority. LaSalle Extension University, Chicago.

Quick Action ON Big Driers

We have told you in late issues of our activity in shipping small drying equipments—which we can do in five hours from receipt of the order.

Here's How We Handle Big Ones

The **Caughey-Swift** Company of Detroit on **February 26th** gave us a contract to build a big drier (15,000 bushels daily) with housing and all connections ready to use.

February 27th our building superintendent was on the spot with a corps of workmen and began operations. **February 28th** the structural steel was delivered and the masons began laying brick and tile. By March 9 all machinery and the drier, three carloads in all, had gone forward.

The work involves a new tile drier building 38 feet high, on top of the boiler house, together with conveyors, spouting, rope transmission, and steam connections; and **on or before April 1st** we will turn over the complete plant ready to dry grain.

The drier and machinery are on hand at our factory and will land in Detroit the day the erectors are ready for them.

Owning our own factory—employing a force of expert drier men the year round—carrying a large stock on hand, and **knowing how** to do these things—makes it possible for us to deliver drier equipments in a remarkably short time.

When **you** want a drier—in a hurry or not—wire, telephone or write us. We will respond—quickly.

Hess Warming & Ventilating Co. 907 Tacoma Building, Chicago

If you'd like a copy of Federal Corn Grades—for your office wall or your pocket—send us a card. No charge, and glad to send 'em to you.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL
La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9½x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

Grain Dealers Journal
La Salle St. Chicago, Ill.

Supreme Court Decisions

Landlord's Lien.—One who purchases cotton grown by a tenant is not guilty of a conversion if it was bought from the apparent owner without knowledge of the landlord's lien.—*Worthington v. Long*. Court of Appeals of Alabama. 64 South. 174.

Carrier's Liability.—A carrier of goods is liable for all loss or injury not due to an act of God, the public enemy, or the public authority, to the inherent nature or qualities of the goods, or to the act or fault of the shipper, and even in the expected cases it may become liable if by the exercise of reasonable care it could have avoided or lessened the damage.—*C. & O. Ry. Co. v. Williams*. Court of Appeals of Kentucky, 160 S. W. 769.

Mailing of Letter.—Where a letter is deposited in the mails, postage paid and properly addressed, there is a strong presumption that it reached its destination in due course of mail. Applying this presumption, the jury was justified in finding that a cashier's check testified as having been mailed to defendant in payment of an assessment was received by it. The jury was also justified in believing that the check had been mailed.—*Ruder v. National Council*. Supreme Court of Minnesota. 145 N. W. 118.

Effect of Custom on Contract.—Under a contract to sell a quantity of No. 1 Barley, Portland Standard, and to deliver it f. o. b. steamer, custom cannot be relied on to show a further agreement that the seller must furnish a certificate that the barley is of the quality provided in the contract; such an agreement being in contradiction of the contract making payment of price and delivery dependent covenants. A contract to sell a quantity of barley and to deliver it f. o. b. steamer between certain dates, being merely executory, denotes that tender of payment must be made contemporaneously with delivery of the goods.—*Barnard & Bunker v. Houser*. Supreme Court of Oregon. 137 Pac. 227.

Discrimination in Car Supply.—The state court had jurisdiction of an action for breach of a carrier's common-law duty to furnish sufficient coal cars, as against an objection that the carrier was engaged in interstate commerce and that the matter complained of was the subject of federal legislation and subject only to the control of the Interstate Commerce Commission and federal courts under the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]); the police power of the state extending to compelling common carriers to furnish adequate service, and the exercise of such power only indirectly affecting interstate commerce.—*Sonman Shaft Coal Co. v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 88 Atl. 746.

Municipal Scales.—A municipality with a population of more than 2,000 inhabitants, existing under a charter framed for its own government under sections 3a and 3b, art. 18 (sections 329 and 330, Williams' Annotated Edition), of the Constitution of this state, may install municipal scales, appoint a municipal weighmaster therefore, and place him in charge thereof, for the purpose of weighing cotton, grain, live stock, cotton seed, hay, coal, wood, broom corn, and such other commodities as may be offered for sale and delivery in such city. Such municipal weighmaster has a right to weigh on such municipal scales without interference from the county or public weigher. The right of the municipal weighmaster to weigh such products in said municipality does not exclude the right of the public or county weigher to weigh products in said city when offered to him for such purposes.—*Oklahoma City v. Colt*. Supreme Court of Oklahoma. 137 Pac. 359.

Title to Crop.—Where the owner of land who furnished it and a team with which to cultivate it upon an agreement for an equal share of the crops raised, and who, by statute, had title to the whole crop, subject to the laborer's lien, stipulated, upon division of the crop, that he should have title to the half left in defendant's crib until payment of an indebtedness for advances, there was no support for an affirmative charge for defendant when sued in detinue for such half.—*Willard v. Cox*. Court of Appeals of Alabama. 63 South. 781.

State Penalty for Carrier's Failure to Deliver.—The Carmack Amendment to the Interstate Commerce Law (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 [U. S. Comp. St. Supp. 1911, p. 1307]), providing that a common carrier receiving property for interstate transportation shall be liable to the holder of the B/L for loss or injury to such property by reason of its negligence or that of any connecting carrier, does not defeat the recovery of statutory penalties for the carrier's failure to adjust a claim for nondelivery of property within a certain time after the claim is filed.—*Stukes v. Southern Express Co.* Supreme Court of South Carolina. 80 S. E. 612.

Seed Dealers.—Where plaintiff had a local dealer purchase seeds for him from defendant, plaintiff's rights against defendant, because of the unfitness of the seeds for the purpose ordered, must be measured by those of the dealer; plaintiff at most being only an undisclosed principal. Where a local dealer was the agent both for plaintiff, the purchaser of seed, and defendant, the seller of seed, the local dealer is bound to communicate to plaintiff the knowledge with which he is chargeable, and, where he was chargeable with knowledge that there was no warranty, plaintiff cannot recover for a breach of the implied warranty that the seed was of the kind ordered.—*Ross v. Northrup, King & Co.* Supreme Court of Wisconsin. 144 N. W. 1124.

Validity of Contract for Future Delivery.—Where a contract for the sale of cotton for future delivery is entered into, and one of the contracting parties shows that it was not his intention to deliver the cotton, he must, in order to relieve himself of the obligation under the contract, show that such was the intention of both parties. Where two parties enter into a contract, apparently legal on its face, for the sale of cotton for future delivery, and the buyer sells or transfers for value his rights under the contract to a person who takes the assignment for value, before the date for delivery, and without notice, the seller may estop himself from setting up that it was a contract for cotton futures by acts in regard to the transfer to and purchase by such third party, and his rights, under such transfer.—*Russell v. Turner*. Court of Appeals of Georgia. 80 S. E. 731.

Wrongful Delivery by Carrier.—Plaintiff having shipped certain hay to H., to be delivered to his own order, with directions to notify certain brokers, the hay on arrival was rejected and plaintiff's son, being unable to dispose of it at H., reshipped it under similar new bills to K., with directions to notify G. & Co.; defendant carrier performing the service entailed in the last shipment and advancing the freight charges accrued on the shipment to H. On arrival, defendant wrongfully delivered the hay to G. & Co. without requiring a surrender of the bills or payment of the draft attached thereto, and they sold the same and accounted to plaintiff therefor, paying the entire freight bill. Plaintiff rejected the account and returned G. & Co.'s check for the balance but did not return the receipted freight bills paid from the proceeds. Held, that plaintiff, having accepted so much of the proceeds of the consignment as were applied in liquidation of the freight accruing against him at H., for which the carrier had a lien, ratified defendant's wrongful delivery and was estopped to proceed against defendant for a conversion with a view to recovering the full value of the hay at H.—*Woolston v. Southern Ry. Co.* St. Louis Court of Appeals. Missouri 160 S. W. 1023.

S/O B/L.—A B/L wherein the vendor is named as a consignee, accompanied with a draft in his favor for the purchase price of the property, is almost conclusive evidence that the parties intended that the title and ownership of the property should remain in the vendor until the purchase price was paid. And when the B/L contains or is accompanied with an order that the property described therein shall not be delivered without a surrender of the B/L, compelling evidence is required to establish a counter intention.—*Canadian Nor. Ry. v. Northern Miss. Ry.* U. S. Circuit Court of Appeals. 209 Fed. 758.

Landlord's Lien.—Where supplies are advanced by a landlord to his cropper to aid in making the crop, the law confers upon the landlord title to the entire crop until not only the landlord's share of the crop, but the amount due for all such advances has been fully paid to him. Civil Code 1910, § 3705. Consequently the court erred in failing to charge the jury, in connection with the instructions as to the landlord's share of the crop, that title would not pass to the cropper until he had paid the advances, if any, made by the landlord.—*Smith v. Anglin*. Court of Appeals of Georgia. 80 S. E. 693.

Liability of Telegraph Co.—A telegraph company can make reasonable regulations for the transaction of its business and to protect itself against liability due to the carelessness of its agents and to mistakes and defaults in the transaction of its business, but it cannot relieve itself from liability caused by gross negligence. Gross negligence is the commission of an act or the omission of a duty owing by one person to a second party, which discloses a failure to exercise slight diligence; the act or omission necessarily being of an aggravated character as distinguished from the failure to exercise ordinary care.—*Weld v. Postal Tel. Cable Co.* Court of Appeals of New York. 103 N. E. 957.

Landlord's Lien.—While, in the absence of express agreement to the contrary, the title to crops ordinarily vests in the tenant, yet an agreement between a landowner and tenant that the title to the crops shall vest in the owner is valid and enforceable. While the continued acquiescence of the owner of a farm in the tenant's disposition of the crops, regardless of a stipulation that the title should remain in her, may work an estoppel, such estoppel cannot be relied upon by one who purchases, notwithstanding the owner's express notice that the title of the crops was in her, and that the proceeds should be delivered to her.—*Layng v. Stout*, buyer for New Richmond Roller Mills. Supreme Court of Wisconsin. 145 N. W. 227.

Telegraph Co. Can Not Charge for Extra Words.—The P. telegraph company complained to the Public Service Commission as to the W. telegraph company charging, on messages transferred to its lines for transmission to points where the P. company had no office, for the words "via" and the name of the transfer point. The W. company contended that the charge was for the original address and date line, and was ordered by the Commission to discontinue exacting such charge where no charge was made for the originating address and date on messages originating at the point of transfer. The W. company, without seeking a review of such order, discontinued such charge, but thereafter made an extra charge for the word "via" and the name of the transfer point, which names it claimed were necessary for the purpose of its accounting system. Held, that it was the practice of charging for extra words on transferred messages which was condemned by the original order, which, having been acquiesced in, could not be reversed, and, as the W. company was attempting to accomplish indirectly what could not be done directly under that order, the Commission properly, on a subsequent complaint, directed the discontinuance of the extra charge for the words "via" and the name of the transfer point.—*People ex rel. West. Union Tel. Co. v. Public Service Com.* Supreme Court of New York, Appellate Division. 145 N. Y. Supp. 545.

Insurance Notes.

A good fire axe should be part of the equipment of every country elevator.

The Davison Grain Co. of Macksville, Kansas, has completed repairs, which included iron roof and iron cladding. It reduced the insurance cost over 20 per cent by the change, not to mention the reduction of the fire hazard. Is your shingle roof worth what it costs you for insurance? Think it over.

A farmer brought a load of grain into a Brookston, Indiana elevator and for fear the grain man would not come out whole, he threw an axe into the wagon for good measure. It went into the dump unnoticed, and finally lodged in the elevator head where it set fire. Quick work saved the elevator. Had it burned, we would all be wondering how the blooming fire occurred. It would seem as though a wide meshed screen over the dump would solve such problems as this. *Grain Dealers Fire Ins. Co., Paper.*

THE GLENN INSURANCE BILL, which was recently passed by the Kentucky legislature, authorizes flat rates for certain classes of business and does not permit charges for defects and credits for improvements. If this provision covers grain elevators, the insurance companies in Kentucky will have to charge as high a rate on a modern, well-maintained house as they do on a dirty, hazardous plant; and the careful grain man will have to pay as much for his insurance as the careless man.

Leaky gasoline pipes are a fire hazard against which the Tri-State Mutual Fire Ins. Co. urges grain dealers to guard against by keeping the engine room clean and free from oily waste and examining the gasoline pipes occasionally. A leak in the gasoline pipe should be repaired at once. A fire started at Colton, S. D., from this very cause. There was a crack in the intake pipe, and it appears that the gasoline must have been ignited from a spark from the explosions of the engine, which had just been started.

COMMISSION MERCHANTS are required to notify shipper by registered mail the name and address of the purchaser of his produce and the price paid, when the value of the consignment exceeds \$25 and is in interstate commerce, according to a bill recently introduced in Congress by Senator Jones of Washington.

TRI-STATE MUTUAL Grain Dealers Fire Ins. Co. of Luverne, Minnesota

Percentage of Premiums Returned Since
Organization

1903.....	96 per cent
1904.....	42 per cent
1905.....	26 per cent
1906.....	83 per cent
1907.....	85 per cent
1908.....	61 per cent
1909.....	5 per cent
1910.....	72 per cent
1911.....	35 per cent
1912.....	60 per cent
1913.....	35 per cent

E. A. BROWN, Pres. E. H. MORELAND, Sec.
V. E. BUTLER, V.-P. B. P. ST. JOHN, Treas.

STANDARDIZATION of all grains by the United States Department of Agriculture will progress more rapidly than ever before, because the office of Grain Standardization this year receives an appropriation of \$76,320, \$12,000 more than last year. Funds are also provided for establishing a laboratory on the Pacific Coast.

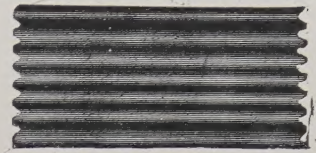
AN ADVISORY Com'te of the Grain Dealers National Ass'n was formed Mar. 7 at a meeting of the secretaries of the affiliated ass'ns, called by Pres. C. D. Jones. This com'te is similar to the advisory com'te formed in 1904, and should be of great help to the ass'n officers in handling the many difficult problems now before the trade.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

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The Millers Mutual Fire Insurance Co., Harrisburg, Pa.
Texas Millers Mutual Fire Insurance Co., Ft. Worth, Tex.
Michigan Millers Mutual Fire Ins. Co., Lansing, Mich.
Grain Dealers National Mut. Fire Ins. Co., Indianapolis, Ind.

Our Mutual Fire Prevention Bureau at Oxford, Mich., can help you.

Patents Granted

Seed Corn Rack. No. 1,088,535. (See cut.) Samuel Carlson, Elk Point, S. D. This rack consists of a rectangular frame provided with vertical strips of metal spaced at equal distances and provided with slots, which receive horizontal wires for supporting the ears of corn.

Seed Corn Tester. No. 1,088,534. (See cut.) Samuel Carlson, Elk Point, S. D. This tester consists of a cabinet connected to a source of heat and provided with removable drawers having perforated bottoms. A pan of water is provided in the bottom of the cabinet.

Elevator. No. 1,088,395. (See cut.) Martin F. Behrend, Plymouth, Wis. This elevator consists of a vertical section and a horizontal section at the upper end of the vertical section provided with telescoping sides and a pulley support so that the point of delivery may be varied as required.

Grain Door. No. 1,088,004. (See cut.) David Levi Williams, Blanchard, N. D. This door consists of sections hinged together and fastened to the side of the car. One of the sections has an opening and a sliding panel fitting this opening. This panel moves vertically and is received, when raised, into a recess in the upper section and is held in place by flanges.

Grain Scourer. No. 1,089,052. (See cut.) Samuel S. Hess, Jewett, O. In connection with grain conveyors, a cylindrical screen is mounted on a rotating shaft. This screen consists of a number of circular discs mounted on the shaft. Fastened to the peripheries of these discs are a number of longitudinal bars having their ends turned up, to which is attached the wire screening.

Conveyor Belt Support. Nos. 1,088,195 and 1,088,644. (See cut.) Freeman R. Willson, Columbus, O., assignor to The Jeffrey Mfg. Co., Columbus. This support consists of a frame, a set of troughing pulleys set thereon and a pair of guiding pulleys, set at right angles to the outside troughing pulleys and tapering off towards their upper ends. Return idlers are supported underneath the frame.

Bag Holding and Filling Device. No. 1,088,633. (See cut.) James B. Simmons and Frank W. Boyer, Wadsworth, O. This device consists of two sections, each of which has one end tapering to be inserted in the bag and the other end flared out to form a receiving hopper. The two sections overlap and are held together by a hinged ring, which permits the lower end of the sections to be closed for insertion into the bag and then opened to hold the bag while being filled.

Seal. No. 1,088,810. (See cut.) John Clayton Davis, Harbor Beach, Mich. This device consists of a body having two slots crossing each other, the one slot penetrating completely thru the body, the other slot going only partly thru, forming a shoulder. A third slot penetrates the body at right angles to the other two. A shackle has one end fitting into this third slot and the other end, provided with a shoulder engaging and locking device, fits into the other two slots.

Employees' Elevator. No. 1,088,564. (See cut.) Edwin H. Grantham and John H. Cornwall, assignors to Barnard & Leas Mfg. Co., Moline, Ill. This elevator consists of an endless belt, a pair of brackets, pivoted together where they cross each other, and also pivoted to the belt. Upper and lower platforms are fastened to these brackets. Two vertical flanged bars are fastened to the building near the sides of the belt. These flanges engage the edges of the brackets and hold the platforms steady.

Wagon Scale. No. 1,088,479. (See cut.) Joseph R. Stretesky and Percy L. Larned, Bonne Terre, Mo. The scale mechanism consists of a pair of yokes having bridge pieces, a wagon box supported on the bridge pieces, and fulcrum members on which the limbs of the yokes are pivotally supported. One limb of each yoke is extended toward and beyond the free end of the corresponding limb of the other yoke, constituting scale levers. At the free end of the yoke limb is a head and an anti-friction member. The lever arm of the scale beam is adapted to receive the impact of the anti-friction member carried by said head. Bolsters support the platform scale and regulate its movements.

I COULD not get along without the Grain Dealers Journal, as it is full of good, useful information.—W. L. Harris, Inola, Okla.

WISCONSIN SEEDS GROWN Under Government Inspection.

By J. J. GARLAND, ASST. SEC'Y, WIS. AGR. EXP. ASS'N.

A revision of the state seed law and an increased appropriation last year has enabled the Wisconsin Agricultural Experiment Ass'n to undertake the inspection of seeds on farms. During the past few years the Ass'n has built up an enormous sale of Wisconsin-grown seeds; but, not having the means for inspecting the seeds it recommended, it could not vouch for their purity or viability. As a result many members of the Ass'n sold inferior seed, due more to their ignorance of what the market demanded than to any intention to defraud.

To stop this trouble the Ass'n obtained sufficient funds and last fall it sent inspectors out to examine seeds on the farms. This inspection will be not only a surveillance of the grains sold but an educational campaign among the growers to maintain a standard and uniform product of high quality.

The inspector can generally tell from the condition of a farmer's granary what provision he has made for storing and cleaning seed and whether he regards the raising and selling of seeds a business of enough importance to give it a little time and care. If the grain is badly mixed, contaminated with noxious weeds, musty, bin-burned or too poor in other ways for seed purposes, the inspector at once refuses to recommend the grain for seed. If the grain looks good enough for seed, he notes on a printed blank all of the needed information and takes with him a quart sample of each of the grains to the Ass'n office for testing and to be kept for comparison in case any question comes up regarding the seeds sold.

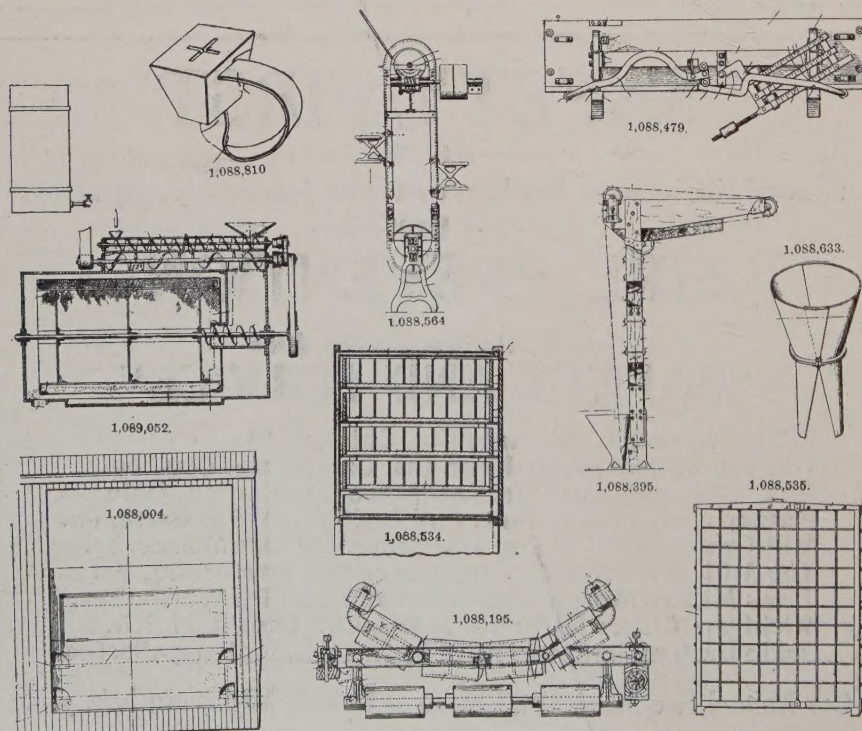
The Ass'n has adopted a special shipping tag with a copyrighted design, which only those growers can use who have had their grains inspected on their farms. This tag is proving popular as an advertising feature, for it attracts attention wherever seen on a sack of grain. A fee is charged for each farm inspected; but a grower just starting in and having only a small quantity of seed to inspect is not required to pay the fee.

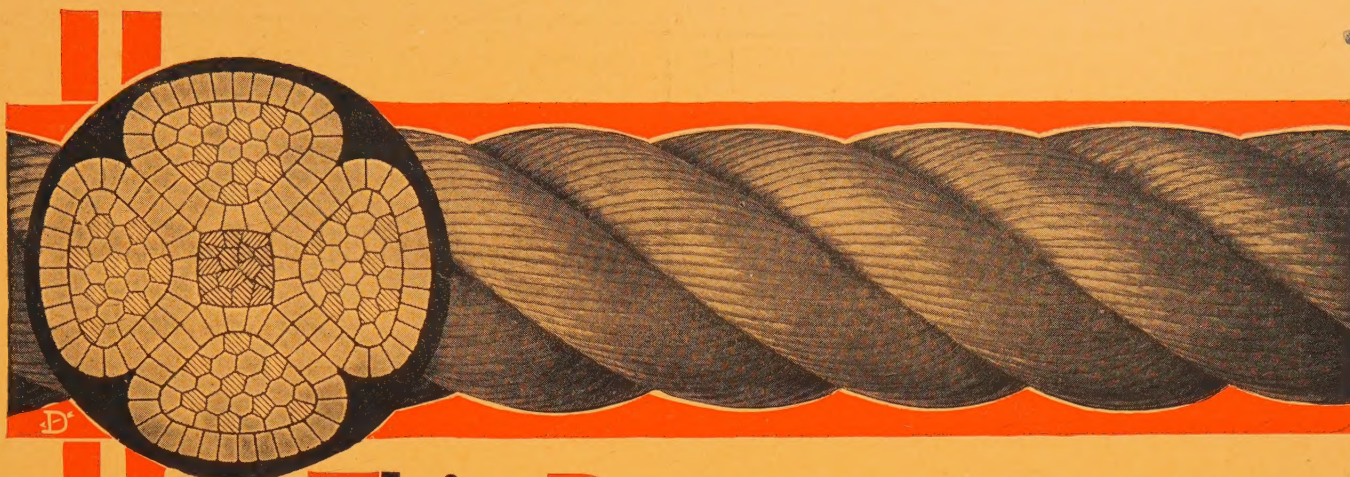
This year the Experiment Ass'n intends to inspect the fields of its members while the grains are growing. This will give it another way to detect farms that are infested with weeds and to bar seeds that are smutted or are badly mixed in the field.

The Ass'n also publishes a seed growers' list for general distribution. This contains the names of members having inspected seeds for sale and also members who have seed for sale that has not been inspected. Growers, non-members, sending in seeds for inspection are listed if their seed proves of good quality. This is done to give a larger list of growers having seeds that are known to be of good quality.

The growers have been very willing to adopt the recommendations of the inspectors. Their disposition to improve the quality of their seeds is a very hopeful sign for the future welfare of the Ass'n and shows that the members are anxious and willing to maintain a high standard for Wisconsin Grown Seed Grains.

FOR ALLEGED REBATES granted to the W. H. Merritt Co. and the B. A. Eckhardt Milling Co., Chicago, the Pennsylvania Lines were indicted under 16 counts Jan. 31 by the Federal grand jury at Chicago.





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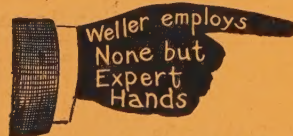
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The Day Company, Winnipeg, Can.

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WESTERN CANADA FLOUR MILLS CO., Ltd.

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